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### Art. I.—THE UNITED STATES MAIL.

POSTS, for public use, are a modern invention. Correspondence is a result of advanced civilization. When the people are enslaved by serfish ignorance, and rarely leave the domestic hearth, the Government alone has occasion for writing letters. The earliest attempt at a postal system, of which we have an account, was made by Augustus, in the Roman Empire. The next is due to Charles V., who instituted a riding post through his vast dominions in Europe, in 1543, over which he appointed Leonard, Count of Thurn and Taxis, his Postmaster General. But posts, in the sense of mounted messengers, for the dispatch of Government orders, were in use in Persia, according to Herodotus, as far back as the days of Xerxes and Cyrus. They were also employed at various times by several of the European courts during the middle ages, and in subsequent periods. Foot posts, for similar purposes, were employed by the Incas of Peru at the time of the Spanish invasion.

Posting, as now in use on the continent, embraces, in addition to the transmission of letters and printed matter, the forwarding of travellers and their equipages—the business being monopolized, with one or two exceptions, by the government, and performed with a view to revenue. For this purpose, the postmasters are required to keep relays of horses at designated stations along the principal lines of travel, to forward travellers at specified rates of speed and fare. Great Britain and the United States are the only modern nations whose mail systems are disconnected with business of this description. As railroads and other travelling facilities multiply in the other European

States, it is presumed they will assimilate their postal establishments to those of these countries.

The United States Post-Office—a part of the wise system of government and laws under which we live—may justly be regarded by its citizens with pride. The extent of its ramifications, and the magnitude of its operations, are highly illustrative of the rapid development of our national resources. The tendency of improved and accelerated mails being to bring into close proximity, in point of social intercourse, the inhabitants of widely-separated States, thereby cementing the bonds of the Union, as well as to promote public intelligence and virtue by a rapid diffusion of information and interchange of sympathies, it also constitutes a source of lively gratitude to the Giver of all good. All classes are benefited by its beneficent ministrations. Civilization and social happiness attend its footsteps. Its mission is one of peace and good-will.

The colonial annals, our only source of information in the matter, show no traces of a mail or post-office on this side of the Atlantic prior to 1672. In that year, Governor Lovelace, of the New-York colony, in pursuance of instructions from the mother country, organized a mail, "to go monthly," between the cities of New-York and Boston. Eleven years subsequently the General Court of Massachusetts, in session at Boston, on the petition of sundry merchants, appointed John Heyward, the scrivener, postmaster of that place, "to take in letters and convey them according to their directions." In 1683 the benevolent William Penn, the proprietary governor of Pennsylvania, appointed Henry Waldy Postmaster of Philadelphia, with authority to send a weekly mail to New-Castle, Delaware, and "the Falls," the time of departure of which was to be "carefully published on the meeting-house door and in other public places." In 1692 the Virginia Assembly granted to Thomas Neal a patent constituting him postmaster general for that colony, and other parts of America, which, however, was never carried into effect, in consequence of the dispersed condition of the inhabitants. In 1700, the British Government authorized Colonel John Hamilton, of New-Jersey, to establish post-offices, and organize post-routes in its American colonies, for a period of twenty-one years; but his patent for this purpose was abrogated a few years thereafter, owing to the statute of Queen Anne of 1710, consolidating the colonial post-office with that of Great Britain and Ireland. The last-mentioned date is to be regarded as the commencement of the American Post-Office.

The next event of note in its history was the association with it of that great man, Benjamin Franklin, Colonel Spotswood, the British Deputy Postmaster General for the Colonies, having

commissioned him Postmaster of Philadelphia, in 1737. At this date he was the editor of a newspaper on Market street in that city, the circulation and advertisements of which, we learn from his autobiography, were much enlarged by the appointment. On the death of Colonel S. in 1753, the Crown appointed him, jointly with a Mr. William Hunter, to the charge of the colonial establishment. At this time the aggregate length of post road in the country was but 1,532 miles, and there was no regular mail except between Boston and Philadelphia, although post-riders went occasionally as far south as Williamsburg, Virginia, sometimes extending their trips to Charleston, South Carolina. The author of Poor Richard—who was no doubt largely indebted to his then brilliant European reputation as a philosopher for this official elevation—proved, as might have been anticipated, active and efficient in his new position. He tells us in his life that, in 1763, in company with an invalid daughter, he travelled five months on a tour for the inspection of his northern post-offices; also, that he effected such improvements in the service as to enable the citizens of Philadelphia to write to Boston and get replies in three weeks, instead of six, the time previously required. Owing to a "freak of ministers," as he styles the proceeding, he was removed from the office in 1774, at which date the British institution on this side of the water may be considered as broken up.

On the 26th of July of the next year (1775) the great men composing the Colonial Congress, at its second session, held in the State House at Philadelphia, resolved to have a postal establishment of their own, and thereupon unanimously elected Dr. Franklin as its chief—an appointment, it is presumable, far more acceptable to the patriot than the one of which he had so unceremoniously been deprived. Contemporaneous resolves of this venerable convention show that they invested him with a very unlimited discretion in regard to the management of the institution. It appears, however, that he vacated the position soon after, in consequence, it is supposed, of being called to other trusts, and that Congress, in November, 1776, appointed as his successor his son-in-law and assistant in the office, Richard Bache.

Upon the adoption of the Articles of Confederation by the Colonies in 1778, the Confederated Congress passed resolutions setting forth the importance of the establishment, and their exclusive right to establish post-offices and post-routes. On the 28th of January, 1782, the same body elected Ebenezer Hazard, who had acted as inspector of the posts, and in that capacity had rendered important service, Postmaster General, to succeed Mr. Bache. The records of the time furnish but meagre details as to the operations of the concern during the official

terms of those gentlemen, a period of over twelve years. Owing to the stagnation of business, resulting from the war of the Revolution, and the consequent inactivity of correspondence, its energies slumbered, as is shown by the fact that its gross yearly receipts averaged but about $30,000 per annum—a sum inferior to the product of a third-class city office at the present time. Other causes are believed to have contributed to this inefficiency, among which may be set down its exorbitant tariff of postages, and its inability, without the consent of the individual colonies, to arrest and punish mail robbers and other offenders against its laws. A more potent authority than that of the Confederated Congress was required to impart to it due vigor. The constitutional government, which went into effect in 1789, supplied this.

In September of that year Washington commissioned Samuel Osgood, previously a delegate in Congress from Massachusetts, to administer the office, which was then located in the city of New-York, it having been customary to keep it where that body held its sessions. Thence it was taken to Philadelphia, in December, 1790, from which place it was removed to Washington, with the other executive bureaus, in 1802. We insert here the names of the individuals who have presided over the establishment since the organization of the Federal Government, and the dates of their appointment:—

Samuel Osgood, of Massachusetts, September 26, 1789.
Timothy Pickering, of Pennsylvania, August 12, 1791.
Joseph Habersham, of Georgia, February 25, 1795.
Gideon Granger, of Connecticut, November 8, 1801.
Return J. Meigs, of Ohio, March 17, 1814.
John McLean, of Ohio, June 26, 1823.
William T. Barry, of Kentucky, March 9, 1829.
Amos Kendall, of Kentucky, May 1, 1835.
John M. Niles, of Connecticut, May 25, 1840.
Francis Granger, of New-York, March 6, 1841.
Charles A. Wickliffe, of Kentucky, September 13, 1841.
Cave Johnson, of Tennessee, March 5, 1845.
Jacob Collamer, of Vermont, March 7, 1849.
Nathan K. Hall, of New York, July 20, 1850.
S. D. Hubbard, of Connecticut, September 14, 1852.
James Campbell, of Pennsylvania, March 8, 1853.

It will be seen that Gideon Granger and Return J. Meigs, together, held office about twenty-two years, and that the combined term of Messrs. Niles, Francis Granger, and Hubbard, was less than two years.

When the new government commenced operations there were but seventy-five post-offices in the Union, and only 1,875 miles

of post-road, made up of a seaboard line, through the principal towns between Wiscasset, in Maine, in Savannah, in Georgia, and a few intersecting cross posts, on much of which the mails were conveyed but once a fortnight. The entire annual revenue of the office was $37,395, and its expenditures $32,140. The following is an exhibit of its subsequent progress:—

| Year. | Post-Offices. | Length of post road. *Miles.* | Annual cost of transportation. | Receipts. | Expenditures. |
|---|---|---|---|---|---|
| 1790 | 75 | 1,875 | $22,081 | $37,935 | $32,140 |
| 1795 | 453 | 13,207 | 75,359 | 160,620 | 117,893 |
| 1800 | 903 | 20,817 | 128,644 | 280,804 | 213,994 |
| 1805 | 1,558 | 31,076 | 239,635 | 421,373 | 377,367 |
| 1810 | 2,300 | 36,406 | 327,966 | 551,684 | 495,969 |
| 1815 | 3,000 | 43,748 | 487,779 | 1,043,065 | 748,121 |
| 1820 | 4,500 | 72,492 | 782,425 | 1,111,927 | 1,160,926 |
| 1825 | 5,677 | 94,052 | 785,646 | 1,306,525 | 1,229,043 |
| 1830 | 8,450 | 115,176 | 1,272,156 | 1,919,300 | 1,959,109 |
| 1835 | 10,770 | 112,774 | 1,533,222 | 3,152,376 | 2,585,108 |
| 1840 | 13,468 | 155,739 | 3,213,042 | 4,543,522 | 4,718,236 |
| 1845 | 14,183 | 143,940 | 2,898,630 | 4,439,842 | 4,320,731 |
| 1850 | 18,417 | 178,672 | 2,965,786 | 5,499,985 | 5,212,953 |
| 1853 | 22,320 | 217,743 | 4,495,968 | 5,940,725 | 7,982,757 |

This statement makes it clear that a galvanic energy seized the establishment under its new control, its receipts having run up in the next fifteen years to more than half a million of dollars, and its expenditures to nearly as much. The entire results to the present show a development which the eminent forecast of Franklin probably never anticipated. Should its operations continue to enlarge in a like ratio during the next fifty years, how immense will be its ramifications, how stupendous its blessings to the teeming millions destined to inhabit our wide-spread borders at the opening of the coming century!

The mails have increased correspondingly. Fifty years ago but a few pounds of matter were sent in the largest mails; and only thirty years back the boot of a four-horse coach would hold the heaviest out-going mail at the city of New-York, whereas at present several tons of mail matter leave that place daily for each of the cardinal points of the compass. Probably more than one hundred millions of letters, and over one hundred and thirty millions of newspapers and pamphlets, pass through the United States post-offices annually. The free matter of Congress and the executive departments, sent and received through the Washington city post-office three years ago, (doubtless much greater now,) was estimated by its postmaster at six hundred tons per annum, the income from which, if taxable with postage, even at the present low rates, would have been $892,960. The quarterly returns of postmasters received at the department alone amount to one thousand bushels in a year.

Few striking occurrences are recorded in the annals of the infant establishment during the official terms of Messrs. Pickering, Habersham, and Gideon Granger, which lasted from 1791 to 1814. That they were talented men, is made apparent by their reports to Congress. The postal laws underwent a number of important revisions at their suggestions; and the above table shows that the mail service was vastly extended during the period. The last-mentioned gentleman, in a report made to Congress in 1810, complacently stated that a great increase of expedition had been given to the mails in the previous eleven years. He illustrated this by the following comparative statement of the times required at the two periods to dispatch letters and get answers:—

Portland to Savannah, and back, in 1799, forty days; in 1810, twenty-seven.

Philadelphia to Lexington, Ky., and back, in 1799, thirty-two days; in 1810, sixteen.

Philadelphia to Nashville, and back, in 1799, forty-four days; in 1810, thirty.

New-York to Canandaigua, and back, in 1799, twenty days; in 1810, twelve.

The present schedule time—thanks to the inventors of steamboats and railroads—stands thus:—

Portland to Savannah, and back, nine days.

Philadelphia to Lexington, and back, seven days.

Philadelphia to Nashville, and back, eight days.

New-York to Canandaigua, and back, one day.

In the early part of the same year, Mr. G. complained to Congress that he was cramped for office room. The building known as "The Hotel," situated on the site of the present establishment, was, therefore, purchased for its use, at a cost of $10,000—rather an insignificant sum contrasted with the expense of the splendid structure occupied by the office since 1841, $600,000. In "The Hotel" building alluded to were crowded also the city post-office and the patent-office.

In 1815, fifty per cent. increase was made, by direction of Congress, in the postage rates, to aid in defraying the expenses of the war of that period. This was taken off the next year.

In 1825, during the official term of that eminent Postmaster-General, Mr. McLean, a revised postal act, which remains at the present time the fundamental law of the department, was passed by the national legislature. Its details seem so plain, on perusal, as not to have required great skill or legal knowledge on the part of its framers, yet it had taken an experience of forty years, and numerous revisions, to perfect it.

*Tantæ molis erat Romanam condere gentem.*

Previous to this period, postmasters had transmitted their revenues to head-quarters in bank notes, sometimes substituting certificates of deposit. The Assistant Postmaster-General, who received, also disbursed these moneys, so that he was without effective check. This was obviously a cumbrous and hazardous mode of procedure; and it is exceedingly creditable to the accuracy and honesty of Abraham Bradley, who discharged the duty for more than a quarter of a century, that no serious losses occurred within the period. Mr. McLean improved the system by paying his contractors, to a large extent, in drafts on the postmasters on their routes. Mr. Barry, his successor, ameliorated the matter further by directing the postmasters to remit their balances, in all cases, in certificates of deposit, instead of bank notes, and that no funds should be paid out at the department except through checks, signed by two of its officers, acting separately, and each certifying to the correctness of the act.

During the six years (1829 to 1835) of the administration of Mr. Barry—the first chief of the establishment who took a seat in the President's cabinet—numerous improvements and great extensions were made in the postal service. For many of these he ordered large extra allowances to contractors, owing to which the establishment was unable to meet its engagements without a resort to loans from banks. This resulted in a tedious investigation of its affairs by a congressional committee. President Jackson, in consequence, transferred Mr. B. to a sphere of duty calling for less financial ability, and placed in the postal chair Amos Kendall, a man of singular clearness of intellect, fine administrative qualifications, and Herculean energy, who immediately set on foot measures destined promptly to elevate the credit and relieve the embarrassments of the institution.

We now arrive at an important epoch in the history of the establishment, viz.: its reorganization under the act of July 2, 1836, on a plan suggested by Mr. K. Prior to this date, the Postmaster-General had practically combined in himself the three functions of making contracts for the service, adjusting the accounts originating under the same, and paying the money. This system—if system it can be called—not only imposed on him a greater amount of labor than any single individual could properly perform, but was entirely at variance with that adopted for the War and Navy Departments, as well as unsafe, it being a recognized principle with regard to government finances that a public officer who has an agency in making contracts should have no connection with the settlement of claims arising under the same. The law of 1836, referred to, vested the settling duty in an officer styled Auditor, who was to be directly responsible to the Secretary of the Treasury, although charged to make periodical reports to, and receive instructions from, the Post-

master-General, in regard to sundry particulars bearing on the condition and mode of conducting the business of his office. This officer being competent to refuse the payment of illegal claims, although directed by the Postmaster-General to be allowed, constitutes, it will be seen, a salutary check on the latter functionary.

In December, 1836, the department was destroyed by fire. Its books and papers suffered but little damage in consequence.

On the 7th of July, 1838, Congress enacted its first statute on the subject of that very valuable, but very expensive, class of service—railroad—by declaring all such roads to be post-routes, and directing the Postmaster-General to have the mails conveyed upon them, provided he could do so on reasonable terms, and within limits prescribed by the act. This opened a new era in mail communication. I insert here an exhibit of the amount and cost of this class of service, as well as of steamboat, at several subsequent dates:—

| Railroad. | | | Steamboat. | | |
|---|---|---|---|---|---|
| Year. | Length of road. | Annual cost. | Year. | Length of route. | Annual cost. |
| | *Miles.* | | | *Miles.* | |
| 1843 | 3,714 | $531,752 | 1843 | 5,792 | $264,773 |
| 1845 | 4,092 | 562,141 | 1845 | 7,625 | 279,307 |
| 1846 | 5,492 | 587,769 | 1846 | 8,373 | 229,464 |
| 1847 | 4,735 | 597,921 | 1847 | 8,856 | 236,743 |
| 1848 | 4,957 | 584,192 | 1848 | 8,280 | 262,019 |
| 1849 | 6,138 | 635,740 | 1849 | 10,169 | 278,650 |
| 1850 | 7,190 | 818,227 | 1850 | 10,826 | 313,943 |
| 1851 | 8,216 | 985,019 | 1851 | 13,411 | 421,692 |
| 1852 | 11,172 | 1,275,520 | 1852 | 13,785 | 505,815 |
| 1853 | 13,412 | 1,601,329 | 1853 | 16,329 | 560,572 |

To show the full cost of this service, a heavy sum is to be added for route agency and mail-messenger duty, made necessary in consequence.

It will be perceived from this statement, that railroad transportation has enlarged, of late, far more rapidly than steamboat, it having nearly quadrupled in ten years; also, that the expense for each mile of the former is about quadruple that of the latter.

Should this species of service continue to multiply in any such ratio for the next ten years—its present cost amounting to about one-third of the department's entire postage revenue—it is quite apparent that, at the rates of pay now allowed the companies, its entire income from that source will be required for that single item of expenditure.

March 3, 1845, is a notable day in the annals of the office, in consequence of the passage by Congress on that date of four acts materially affecting its policy. The first of these made it the duty of the Postmaster General, at all future lettings of contracts, to award the acceptances without other reference to the

mode of transportation than might be necessary to the *due celerity, security, and certainty* of the mails. The second directed him to arrange the railroad routes under three classes, according to their respective importance as channels of mail communication, and prescribed a limit of compensation for each class. The third authorized him to contract, for periods not exceeding ten years, for transportation of the mails to any foreign port, giving the preference to the tenders of persons proposing to perform the service in steamships suitable for vessels of war, and claimable by government, when needed for that purpose, at valuation. The fourth abolished the franking privilege, and adopted, for the first time in the history of the establishment, a scale of letter postage based on weight—the just method—reducing the charge for a single letter, (limited to half an ounce,) going not over three hundred miles, to five cents, and ten cents for greater distances. It also prescribed an improved scale for newspapers and other printed matter, allowing the former to go postage-free to subscribers within thirty miles of the place of publication. Let us notice each of these enactments more particularly.

The one in regard to the mode of letting the mail contracts was designed to aid the department in carrying into successful execution the reduced postage tariff referred to, by preventing the application of any of its funds to the maintenance of mail-coach lines for the benefit of the travelling community. That it is serviceable in reducing the expense of transportation, is shown by the fact, that during the first four years of its operation (1845 to 1849) the curtailment under that head amounted to $328,000, although the post-roads were extended within the period 23,763 miles. Owing, however, to the latitude of construction, of which the terms "due celerity, certainty, and security of the mail," are susceptible, and difficulties connected with its execution, the principle embodied in this statute has not been stringently enforced in all cases.

The act concerning the classification of the railroad pay has materially aided the department in resisting exorbitant demands for such service. But, in view of the rapid augmentation of this class of contracts, and the large decline in its revenue under the present cheap rates of postage, it is obvious that the limits fixed thereby (ranging from fifty to three hundred dollars a mile per annum for length of road) are more liberal than the establishment will be able hereafter to measure up to, without leaning upon the national treasury—a recourse pointed out as objectionable by reasons of the most weighty character. The companies could not consistently, under the circumstances, complain if Congress should pass a more restrictive statute on the subject, because the conveyance of the mails does not materially increase

their expenditures, while their stockholders, and the communities along their lines, are furnished thereby with important social, intellectual, and commercial advantages. A generous public spirit should dispose these gentlemen to forward the mails at prices merely remunerative.

The enactment in regard to foreign mails seems to have been intended by the national legislature as an incipient step towards the creation of a steam navy, in imitation of a policy extensively pursued in late years by Great Britain—the national defence and the protection of commerce in the emergency of a foreign war being the principal objects in view, the conveyance of the mails being subordinate. A fresh impulse was given to the enterprise by the act of March 3, 1847, instructing the Secretary of the Navy to contract for the transportation of the mails between New-York and Liverpool, and between New-York, New-Orleans, Aspinwall, San Francisco, and Astoria, in steamers constructed on the plan, and tendered by the owners on the conditions, above referred to, as contained in the statute of 1845. To aid in carrying these laws into effect, as well as the first contract made under their provisions, (New-York to Bremenhaven, in Germany,) Postmaster General Johnson, in the summer of 1847, dispatched to Europe his accomplished First Assistant, S. R. Hobbie, Esq., with authority to enter into international postal arrangements, who succeeded in effecting a treaty with one of the German States on terms very favorable to the citizens of this country. Under its articles, the city of Bremen, with which we have an extensive commerce, and which is closely connected with St. Petersburg, Vienna, Trieste, and other important cities on the continent, by railroads and other travelling lines, became the transatlantic exchange office for all mails sent by the new ocean line. The rates of postage adopted, which have since been largely reduced, curtailed one-half the previous expense for correspondence, and had the further merit of being left optional as to prepayment. The citizens of the United States and the thirty millions of Germany were thus enabled to correspond with each other without serious impediment. Both in a social and commercial point of view, this was a convention of vast importance. Postal treaties have since been effected with Great Britian and Prussia, and others are contemplated with France and Belgium. By virtue of the British treaty, their citizens and ours can exchange letters and newspapers with each other as conveniently as with those of their own countries. It also secures to the citizens of the United States wishing to forward correspondence to the ports of the most distant nations, the benefits of the extensive mail-packet system of that enlightened nation, the vessels of which convey regular mails to all parts of the civilized world. Under the articles of this treaty, our department now dispatches

by the British steamers mail packages to all prominent ports in the West Indies, and on the northern and western coasts of South America. The Prussian treaty provides for a semi-weekly closed mail, which is sent by the British and American steamers, via England and Belgium. The cost of transmitting letters under these conventions (varying from ten to twenty-four cents for a single letter) is considerably greater than the spirit of the age, or the public convenience and necessities, make desirable; yet, in view of their effect upon our national reputation, the great intellectual, social, religious, and commercial benefits secured by them, and their utility in diffusing a knowledge of our free political institutions among the misruled multitudes of the Old World, it would be difficult to overrate their importance. It is proper to add, that an arrangement has just been made by Judge Campbell with the owners of a line of clipper-ships for a monthly conveyance of letters to Australia, at two cents each for the ocean postage, which, it is hoped, will prove the entering-wedge to a series of improvements of that class.

The United States Government has under contract at present the following ocean routes, at an annual expense of about two millions of dollars, three-fourths of which is defrayed by the Navy Department:—

| | | | | |
|---|---|---|---|---|
| New-York to Bremenhaven, via Southampton.. | 3,760 | miles, | monthly | trips. |
| New-York to Havre, via Cowes..... | 3,270 | do. | do. | do. |
| New-York to Liverpool..... | 3,100 | do. | fortnightly | do. |
| New-York to Aspinwall, New-Grenada ..... | 2,000 | do. | semi-monthly | do. |
| New-York to New-Orleans, via Havana ..... | 2,000 | do. | do. | do. |
| New-Orleans to Aspinwall ..... | 1,400 | do. | do. | do. |
| New-Orleans to Vera Cruz, Mexico ..... | 950 | do. | do. | do. |
| Charleston to Havana ..... | 669 | do. | do. | do. |
| Panama to Astoria, via San Francisco..... | 4,200 | do. | do. | do. |
| Total ..... | 21,349 | do. | | |

The portion of the postage act of 1845 abolishing the franking privilege, resulted in the resignation of one-third of all the postmasters in the Union in about twenty months. It operated with peculiar hardship on that class of officers, owing to the fact that their commissions were virtually diminished by the same bill in proportion to the decrease in their postage receipts which resulted from its passage.

From 1792 to 1845 the charge on a single letter—limited to one piece of paper—had ranged from six to twenty-five cents, under a graduated table of distances, and that on newspapers had stood at one cent for distances not over 300 miles, and one and a half cents for greater ones. The new tables of the latter year, while they made several changes calculated greatly to enlarge the circulation of newspapers and other printed matter, did not materially diminish the rates therefor. The

decrease in the charge for letters, although not equal to that since effected, was a vast contribution to the convenience and happiness of the public, because it lessened the tax on an article which may properly be regarded in the present age as one of the necessaries of life. Under its operation the receipts for printed matter steadily advanced, whereas those for letters suffered a great decline during the first year, but partially recovered during the second, and steadily advanced thereafter.

On the 2d of March, 1847, Congress restored the franking privilege to all postmasters receiving a compensation not exceeding $200 a year. On the 3d of the same month that body authorized the issue of stamps for the prepayment of postage —a facility since so much resorted to that the sales of them amounted during the last fiscal year to $1,629,262. In the course of the same year the department extended its mail service over Texas. The act of August 4, 1848, directed a similar step in reference to California and Oregon.

In the summer of 1849 the clerical force of the General Post Office was considerably enlarged. This has stood at various periods thus: In 1795, four clerks; in 1810, twelve; in 1820, twenty-one; in 1830, forty-eight; in 1835, ninety-two; in 1840, ninety-five; in 1850, one hundred and thirty-eight; in 1853, one hundred and eighty-two. At first blush the increase in latter years would seem to exceed the ratio of enlargement of the service. But it is to be borne in mind that as the business of the establishment extends, and becomes complicated, new classes of entries and records are made necessary to furnish an adequate system of checks and references; also, that the frequent alterations in the rates of postage and commissions of postmasters authorized within the last ten years have operated to throw an immense amount of labor on its different bureaus.

The postage tariff of 1845 having proved popular and successful, Congress, on the 3d of March, 1851, in accordance with the suggestions of that very efficient Postmaster General, N. K. Hall, (whose motto seemed to be *omnis homines qui sese student præstare cæteris animalibus summa ope niti decet,*) further reduced the rate for single letters, prepaid, to three cents for distances not over 3,000 miles, and largely diminished that for newspapers, pamphlets, &c., sent to regular subscribers, but increased the charge on transient papers. The last-mentioned feature made the newspaper change obnoxious to the public, while the postmasters were dissatisfied because that portion of the bill varied the rates by a graduated scale of distances, which multiplied their labor. To remedy these defects, a new table for printed matter was adopted by Congress on the 30th of August, 1852, discarding the objectionable features referred to,

as well as reducing the already cheap rates for such matter one-half, when prepaid quarterly or yearly. The effects upon the revenue resulting from the bills of 1845, 1851, and 1852, are exhibited by the following figures for the fiscal year ending:—

| | | | | | |
|---|---|---|---|---|---|
| June 30, | 1840, | letter postage, | $4,073,776 ; | newspaper postage, | $535,520 |
| Do. | 1845, | do. | 3,666,231 | do. | 608,765 |
| Do. | 1846, | do. | 2,881,697 | do. | 652,142 |
| Do. | 1847, | do. | 3,198,957 | do. | 643,160 |
| Do. | 1848, | do. | 3,340,301 | do. | 767,334 |
| Do. | 1849, | do. | 3,882,762 | do. | 819,016 |
| Do. | 1850, | do. | 4,575,663 | do. | 919,486 |
| Do. | 1851, | do. | 5,369,242 | do. | 1,035,131 |
| Do. | 1852, | do. | 4,226,792 | do. | 789,246 |
| Do. | 1853, | do. | 4,473,227 | do. | 611,333 |

This, it must be granted, is not a favorable showing for the two last-mentioned acts; but as it is an admitted principle that increased postal facilities stimulate correspondence, as well as the circulation of newspapers, it is presumable that, as the resources of the nation become developed, and the people become accustomed to cheap postage, there will be a partial, if not an entire recovery in the matter. But, disregarding hypothesis, considerations connected with the contentment, cultivation, and convenience of the masses—important elements in the pyramid of national strength—clearly prohibit any retrograde movement on the subject.

Prior to 1825 an annual revenue from the establishment to the United States treasury seems to have entered largely into the policy of the Postmasters General, as will be perceived from the following statement of net profits paid over by them at periods when it was yet in its infancy:—

| | |
|---|---|
| Pickering—December, 1793, to March, 1795 | $47,499 |
| Habersham—June, 1795, to September, 1801 | 363,310 |
| G. Granger—December, 1801, to December, 1813 | 291,579 |
| Meigs—March, 1814, to June, 1823 | 387,209 |
| McLean—July, 1823, to December, 1828 | 13,466 |

Mr. McLean avowed it as his policy—obviously a good one—to keep the funds of the concern in active use in the extension and improvement of the routes, and his successors have generally pursued a similar course. Indeed, for the last twenty-five years, Congress, the Postmasters General, and the public, seem to have coincided in the view that the establishment should simply be self-sustaining, neither running in debt nor aiming at profits. But within a very recent date a few well-meaning people, moved by a wish to have the postage rates further cheapened, or to have more liberal rates of pay made to the railroad companies, have manifested a willingness to cast it to a con-

siderable extent for support on the public treasury—a policy both impolitic and unnecessary; *impolitic*, because it is unjust to tax those of our citizens who seldom write letters for the correspondence of those who write many, and because the making the office depend on its own revenues for means to defray its expenditures has a potent tendency to create a watchful economy in its disbursements; *unnecessary*, because if Congress will compensate it, at the regular rates of postage, for the free matter sent through the mails, (say to the amount of a million and a half of dollars per annum,) will restrict by statute the railroad pay to rates barely remunerative, and will place the expense of the ocean contracts—at least so much of it as is not returned in postages—upon the Navy Department; also, if future postmasters general shall (as I am confident the present one intends doing) rigidly execute the requirement of the act of 1845, in regard to the mode of letting the contracts, there is little reason to doubt its ability to defray, unaided, its current engagements, as well as to make all needful enlargements and improvements in the service. During the few years just past, the organization of foreign routes, the extension of the inland ones over an immense amount of new territory, and the rapid augmentation of the railroad service, have vastly enlarged the department's outlays. A further increase under these heads may be anticipated. Yet it will be able, I am quite sure, on the conditions specified, to pay its own way, without leaning upon the national exchequer. To the weak argument, often made, that the post-office may as properly be thrown upon the government treasury for support as the War and Navy Departments, I have only to remark, that the former has a current revenue on which to lean, whereas the latter have no such resource.

The public are daily made familiar, to a greater or less degree, through contact with postmasters, mail-carriers, and other agents of the institution, with its external operations; but with its internal organization, constituting the main-spring and balance-wheel that move and regulate all its outer movements, they know but little. A few remarks on this head.

The General Post-Office is located in a beautiful marble edifice, built in Corinthian style, 204 feet in length, with wings 116 feet deep; situated half way between the Capitol and the President's house, on a gentle elevation, looking southerly towards the beautiful Potomac, about a mile distant. The department proper, including the Postmaster General, his three assistants, and 79 clerks, occupies the western portion and wing; the Auditor, with 103 clerks, the eastern. To the Postmaster General is intrusted, by the Constitution and laws, its executive, or administrative management. His principal functions are to establish post-offices, appoint postmasters, pro-

vide for the conveyance of the mails, exercise a general superintendence over the collection and disbursement of its funds, and make reports to Congress and the President of the state of its affairs. His assistants and clerks share no part of his authority, but are merely his ministerial agents to perform services which he has not time to attend to in person. The preparation of cases for his decision he commits to four distinct bureaus, styled appointment, contract, finance, and inspection, supervised respectively by an assistant or the chief clerk. The Bureau of Appointment, under charge of the First Assistant, Horatio King, Esq., aided by sixteen clerks, investigates all cases having reference to the establishment and discontinuance of post-offices, and the appointment or removal of postmasters and route agents. The Contract Bureau, superintended by W. H. Dundas, Esq., the Second Assistant, who has twenty-four clerks, attends to the arranging, advertising, and placing under contract the mail-routes, as well as altering the service on them, from time to time, as the public wants may require. It also has in charge the mail-messenger arrangements. The Bureau of Finance, under the supervision of the Third Assistant, John Marron, Esq., assisted by twenty-one clerks, manages so much of the fiscal operations of the establishment as the law does not devolve upon the Auditor. It prescribes the mode in which the postmasters shall pay over their balances, makes drafts for the collection and transfer of its funds, and issues warrants on the treasury to pay balances reported by the Auditor to be owing. This office also receives the quarterly returns of postmasters, and has charge of all business relating to dead letters and the issue of postage stamps. The Inspection Bureau, under the care of the chief clerk, John Oakford, Esq., aided by sixteen clerks, examines all reports from postmasters and others touching the performance of mail contractors, with a view to holding them to a faithful compliance with their obligations. It also makes periodical reports to the Auditor of all deductions from their pay for delinquent performance, and takes cognizance of all matters connected with mail depredations and the issuing of mail-bags, locks, and keys.

The office of the Auditor, which is not a bureau of the Post-Office Department, as above stated, but of the Treasury Department, collects debts due to the establishment, adjusts and settles the accounts of its mail-contractors, postmasters, and other agents, and, generally, all claims originating under orders of the Postmaster-General. No other executive office at Washington can compare with it in amount of labor. It numbers 103 clerks, appointed by the Secretary of the Treasury, classed as follows: Pay clerks, 12; examiners of postmasters' returns, 44; book-

keepers, 11; registers, 8; collection clerks, 18; miscellaneous, 10.

The following individuals have presided over this great bureau since its organization, viz.:—

Charles K. Gardner, appointed July 2, 1836.
Elisha Whittlesey, appointed March 19, 1841.
M. St. C. Clarke, appointed December 20, 1843.
Peter G. Washington, appointed March 29, 1845.
J. W. Farrelly, appointed November 4, 1859.
W. F. Phillips, appointed April 7, 1853.

Messrs. Whittlesey and Washington proved very efficient officers. The latter made valuable improvements in the mode of arranging and preserving its books and papers.

The department's agents, independent of an army of post-riders and clerks in post-offices, number nearly thirty-thousand, embracing 22,320 local postmasters, 209 travelling ones, (route agents on railroad lines;) 5,500 mail contractors, 900 mail messengers, (employed at railroad depots and steamboat landings;) 18 special and 26 local agents. Its inland mail-routes are divided into four geographical sections, and let to service for periods of four years. One of the sections being placed under contract each spring, the entire circle is kept in constant motion. Of the postmasters, those whose offices produce a revenue of $1,000 a year, of which there are 258, are appointed by the President and Senate, the others by the Postmaster-General. For the convenience of the contract and accounting business, the offices are further classified under the following denominations, viz.: Distribution, special, collection, draft, and deposit. The peculiar duty of the distributing portion, which are usually located at the gateways of States, or other large mail districts, is to consolidate, assort, and dispatch by the most direct lines, the packages coming to them from different quarters. The special offices, exceeding 3,000, are generally situated in retired locations, off any public route, and have to pay for their mail supplies out of what they make. Those styled collection—over 17,000—are under instructions to hand their revenues quarterly to the contractors furnishing them with the mail. The draft offices—about 1,000—are directed to retain their postages to meet special drafts made on them by the authorities at Washington. Those denominated deposit—nearly as many—place their balances, periodically, in designated depositories.

The present energetic postal Chief, and his able Assistants, manifest a commendable solicitude to infuse the utmost practicable vitality into every branch of the business intrusted to their supervision. The office of Postmaster-General, although connected with much power and patronage, has peculiar trials, owing to the fact that no man, however well-meaning and sagacious,

can dispense this patronage to the satisfaction of all; or, however watchful and energetic, prevent, amid the multitude of agents attached to the postal service, numerous daily deficiencies, and malpractices in duty, which give rise to much public annoyance, and bring down on the head of the department loud complaints, both on the part of the press and of individuals. The fact that Judge Campbell took charge of the establishment at a period when its expenditures considerably exceeded its revenues, whereby he is precluded from giving effect to many meritorious applications, from different sections of the Union, for increase of mail facilities, must, I judge, have augmented the ordinary difficulties of the position.

Several reports from the department to Congress, within a few years past, have alluded to serious defects in our postal system—particularly its arrangements for mail billing, mail distribution, and securing the accountability of postmasters. In a small, compactly-settled country like Great Britain, from which we derived our theory on these subjects, it is easy to apply a proper corrective, which was accordingly done there a few years ago. But owing to the widely-scattered condition of the population of the United States, and the constant changes going on in the locations of its post-offices and the direction of its routes, insurmountable obstacles have opposed themselves to all plans suggested for reforming the matter on this side of the Atlantic. A serious additional impediment to the efficiency of the American Office grows out of the fact that it has not, in all cases, as the British and French postal departments have, entire control over the times of arrival and departure of the railroad mails.

Notwithstanding, however, this opening for improvement, the operations of the General Post-Office constitute, as hinted in the outset of this article, on account of their vigor and magnitude, a subject for general congratulation. The New-York evening papers are perused the next afternoon in Cleveland, Ohio, and in Weldon, North Carolina—the former 671, and the latter 451 miles distant; and the following day in Chicago and Charleston. Similar instances of celerity in the dispatch of the mail-bags, in other quarters of the country, are numerous. Almost the entire distance from Maine to Texas, and from Massachusetts to Iowa, immense quantities of letters and printed matter are daily forwarded by its agencies, with all the velocity attainable by the iron horse and steamboat paddle. A regular mail conveyance, by coach and horseback, is made once a month from the banks of the Rio Grande to those of the Missouri, about 2,000 miles, through districts till recently settled only by half-breed Indians and imbecile Mexicans. From the latter point the post-riders again periodically take up the line

of march another 2,000 miles, over boundless, uncultivated prairies and gigantic mountain ranges, rarely trodden, except by the foot of the red man, to our remote possessions on the Pacific, fructifying the soil in their passage with the seeds of intellectual, social, and moral culture, as well as potently aiding to dispel the gloom of savage barbarity. The railroad and steamboat lines conveying the department's mails, if formed into a single route, would girdle the globe; and its ocean routes, if united in like manner, would nearly encompass it again. The tide of enlightened political sentiment, wafted to the Old World by the latter, promises a mightier influence in emancipating its masses from the thraldom of despotic civil institutions, than revolutionary bayonets or imperial armies ever effected.

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## Art. II.—STATISTICAL CONGRESS OF NATIONS AT BRUSSELS.

[We have translated from the work of Otto Hübner, published in 1853, an account of the Statistical Congress which was held in September of that year at Brussels, and at which a large number of delegates were present, representing twenty-six countries. The idea of this Congress was originated at the World's Exhibition in London by the different statisticians present, and the charge of bringing it together was undertaken by M. Quetelet, President of the Belgian Central Commission of Statistics, who issued a circular letter, in which he detailed a plan to serve as a basis of future operations.*]

THE Congress met at the Saloon of the Royal Academy of Science and Medicine, on the 19th September, 1853.

M. Quetelet, President of the Central Commission of Statistics of Belgium, took the chair.

The President congratulated the members of the "Commission Centrale," which had convoked this Assembly, that their

* 1. Organization of statistics, population, territory, estates, and emigration.
2. Statistics of agriculture, of manufactures, &c., and of commerce.
3. The laboring classes, the indigent, education, crime and its suppression, &c.
The object of the first is to introduce a uniform plan of official statistics to be adopted by all nations. M. Quetelet furnishes some details which are valuable. He says in Belgium, as in England, the census is taken on a fixed day, and the person is recorded in the place where he spent the previous night. In France, Austria, Sardinia, and the Zoll-Verein, &c., they distinguish between the population of right and of fact. Nothing is more variable than the time fixed for the enumeration. In France and in England it is in April, in Norway in November, in Denmark in February, in Belgium in October, in Germany in December. (In the United States in June.) December would seem to be most favorable, as removals are then less frequent, families are less dispersed, and the floating population least. In England, the United States, Norway, Holland, and Sardinia, the census is taken decennially; in France, quinquennially; in the German States, triennially; in others, as in Belgium, irregularly. The decennial system, for all nations, recommends itself as the best. The name, surname, civil state, age, profession, nationality, religion, &c., is generally taken. In Belgium are added

labors had been crowned with such success, and invited the Congress to organize itself.

The President, after having expressed his gratitude, stated that he was compelled to confess that, if Belgium had been

language, number of floors or parts of the house, adjacent gardens, protection against fire, the degree of instruction or ignorance; in France, the number of aliens, of deaf mutes, of blind, infirm, &c. M. Quetelet submits the following propositions, among others, to the Congress, and we note them in proof of the extent to which statistical investigations are being pressed in Europe, and the lively interest which is taken in them:—

1. Enumerations of population should be made by name, and based on the principle of population *in fact*. Nevertheless, special documents or other sources of information can be consulted in order to establish the population *of right*, according to the circumstances of the case.

2. These enumerations should take place every ten years, the first being fixed for the 31st December, 1860.

3. There should be a separate schedule for each family or household.

4. Special agents, charged with distributing, and again collecting these schedules, should make it their duty to see that they are accurately filled up, or else should fill them up themselves, according to the best information they can obtain.

5. The enumeration by census should comprise—

*a*. The Christian and surname, place of birth, language spoken, religion, civil condition, profession or means of livelihood, length of residence in locality; children who receive common school, middling, or a high degree of education; families or individuals who receive aid from eleemosynary institutions or the municipal authorities; classification of houses according to their number of stories, or the portions in the occupation of each family; the gardens contiguous to each house, and insurances against loss by fire.

*b*. Diseases and apparent infirmities—those blind in both eyes or of one only; deaf and dumb—those who are removed from their families and reside in public or private establishments; idiots; individuals affected in any way, or afflicted with a curved spine, the loss of an arm, of a leg, club-footed, or other apparent diseases or infirmities.

6. It will be necessary that the abstract of the census returns of each country should be made according to a uniform plan, in order that the returns may be in a condition to compare them with each other.

7. It is indispensable that a registry of the population should be kept in each municipal jurisdiction. Each family should occupy a separate page of it, and the first memoranda made should be according to the notes furnished by the general census. All changes which take place in the number or condition of the members of each family should be accurately noted therein. Such municipal regulations can be adopted for verifying any change of residence as will preserve a perfect harmony between the real changes and those noted in the register.

8. The progress of civil condition must be ascertained every year. It comprises—

*a*. Births according to sex, distinguishing between those which are legitimate and illegitimate; twins, still-born, deaths, marriages and divorces—all by months.

*b*. Deaths, according to age and according to months.

*c*. Deaths, according to diseases and months.

*d*. Marriages according to age, and distinguishing the civil condition of the parties marrying.

In regard to certain queries, the following rules should be observed:—

Marginal notes should be made to the names of natural children, to indicate such as have been acknowledged or rendered legitimate by legal process.

Still-born children should be distinguished into such as died before, during, or immediately after accouchement.

The table of deaths according to age should indicate, in addition to the sex, the civil condition of the deceased. The ages at the time of death, as well as those of the living, as established by the census, should be minutely detailed—for each

so happy as to make greater progresses in statistics, she owed it to the voluntary assistance of her Government, and especially to the Minister Piercot, who had done every thing in his power to remove the various obstacles which always appear at the beginning of such a difficult work. He had also afforded every facility in calling together this Congress, and accommodating its honorable members. Therefore, he (Quetelet) would allow himself to propose that M. Piercot might be elected as honorary President of this Congress.

Minister Piercot returned thanks in the name of his Government, which had been here so highly honored in his person. Immediately after the Belgian Independence, the Government had considered it its duty to do everything in favor of the promotion of administrative statistics, because hereby all departments of the administration would be elucidated. The learned and excellent members of the "Commission Centrale" deserved the thanks, not only of their own country, but also of all friends of statistics and national economy. However, their greatest reward was the ready acceptance of their invitation by so many excellent and learned men of different countries and nations.

Count Arrivabene (of Belgium) said, that as the bureaux had been formed of the members of the "Commission Centrale," it would be very judicious to elect Vice-Presidents, by which the other countries could be also represented. He proposed, therefore, to nominate as Vice-Presidents: for Great Britain, Mr. W. Farr; France, M. Villermé; Prussia, M. Dieterici; Germany, M. Mittermaier; Netherlands, M. Ankersdyck; Spain, M. Ramon de la Sagra; Austria, M. Czoernig; Italy, M. Bertini.

This proposition was accepted by acclamation, and the elected gentlemen took their seats at the bureau.

The President said, that before the beginning of the discussion, he would give, in a few words, the reasons and ideas which had induced the "Commission Centrale" to convocate the present Congress. Everybody must have been undoubtedly surprised at the little harmony and unison in the statistics of the different countries, and also at the impossibility of comparing them with one another. These difficulties had caused a

month up to the 12th inclusive, then for each three months up to the age of two years, and from the third year the age must be specified by year and month, it being necessary to indicate the months in order to be enabled to classify the deaths according to scales of ages, and to prevent the transposition of one scale for another.

9. There should be established a uniform nomenclature of the causes of death, which should be applicable to all countries. This nomenclature, the importance of which will be readily acknowledged, may form the subject of future discussion, and be decided upon at the next Statistical Congress.

great loss of time, and led to deplorable errors. At the great Exhibition of London it had dissappointed many that there had no arrangements been made by which the different nations would have been enabled to make comparisons between their own and foreign productions. This would have been easily prevented by a previous assumption of equal and uniform signs and expressions, which comprehend and condense a great number of ideas and facts. Many national economists and statisticians had felt this deficiency, and in their special meetings resolved to assemble the next year at Brussels. He regretted very much that many of them had been prevented from being present.

The "Commission Centrale," encouraged by so many excellent savants, had taken up with the greatest pleasure the resolution which now had produced such splendid results. Governments and learned societies of twenty-six different countries had sent their ablest men. This day would be the most remarkable in the annals of statistics.

M. Bergsoë (of Denmark) stated that twenty years ago there were neither official statistics nor books containing tables to be found in the whole kingdom of Denmark, as the absolute Government, which at that time was in full sway, avoided everything that could afford to the people an insight into the interior affairs of the country. Nobody knew the value of exports and imports, the revenues, expenditures, public debts, etc., for the Government covered everything with a thin veil. But as soon as there was a Diet, statistics were ordered immediately to be made, and in 1833 the Statistic Central Commission, under the ægis of the celebrated statesman, Jonas Collins, was established. In 1835 to 1849 eighteen great volumes had been published, containing tables on almost every important subject of statistics. However, since 1849, when Denmark received a liberal constitution, the old Central Commission had been abolished, and a new permanent Central Bureau under his direction erected, which had published already ten volumes. Private statistical associations were not to be found, with the only exception, perhaps, of the Royal Medical Society of Copenhagen, which had a permanent Committee for medical statistics.

M. Dieterici (of Prussia) said, that official statistics in Prussia go far back, and are more than a century old. Frederic William I. commenced to require lists of population, and under Frederic the Great the comptrollers of taxes were required to count the population of the cities, and the provincial counsellors that of the rural districts. Since 1748 these lists exist, with the only exceptions of the years of war. The Minister Stein ordered, in 1805, the establishment of a Statistical Bureau, but the war

in 1806 prevented this laudable plan from realization. In 1810 the present bureau, under the immediate direction of the Chancellor of the State, was founded, and the best statistician of that time, M. Hoffmann, placed at the head. A topographical department still exists, and, by the desire of A. V. Humboldt, a meteorological, under the direction of the renowned meteorologist, Prof. Dove, was added to it. Recently the Almanach-Deputation had been connected with it. Eight volumes were published, and three others were in press. Every fortnight a journal is published, of "Communications of the Statistical Bureau."

M. V. Herrmann (of Bavaria) then gave a short sketch of the statistics of Bavaria. The Minister of Commerce had formed in his department a special bureau for statistics. A commission as in Belgium did not exist, only the Minister in connection with the Secretary of the Statistical Bureau deliberated on the necessary formularies and schedules. He specified the way by which the statistics were received from the different provincial offices, which, however, bore no difference from other countries.

Baron Czoernig (of Austria) stated that in Austria, by orders of the Emperor Francis, in 1828 a Statistical Bureau had been established, with the special arrangement, that all branches of the administration should be obliged to report their statistics. It was associated with the High Court of Calculations, which latter offered the best and most valuable materials. Every year there were tables prepared, which gave the results of the administration in figures, and which were received lithographed from the respective places. Baron V. Kubeck, by combining the scientific with the merely administrative department, created in 1840 the direction of the present administrative statistics. A short time after, he (Czoernig) had the honor to be placed at the head of it, and to prepare the materials which serve for the official statistics of Austria. His greatest attention had been directed to such branches of political economy as agriculture, metallurgy, industry and commerce. Having finished this, he had proceeded to the publication, adding, besides lists of population, tables of education and schools, and criminal statistics. Not before had any Austrian statistics been published. But since 1844 the publication of all statistics were permitted, even of those which contain administrative accounts. The direction of the Statistical Bureau was connected in 1848 with the Ministry for Commerce and Public Works. Besides the yearly official statistics, there are published for the last four years, in monthly or quarterly series, Reports on Foreign Statistics. The same contain reports from the Austrian Consuls, especially from those in the Orient, and also articles on home-matters, which did not find a place in the official statistics. Also, the lists of im-

ports, exports, and the course of foreign trade published yearly. The volume of 1852 is now in press. The "*Austria*," a national-economical journal, has been founded by the Ministry of Commerce for statistical purposes. Finally, the great ethnographical chart, on which he had been for ten years working, and of which he had the honor to present a copy to the Congress, had not been published, as the text was not yet completed.

M. Legoyt (of France). In France every ministry publishes its own statistics. However, some of them have Statistical Special Bureaux. Everybody knows that those of the Ministry of the Interior, under the superintendence of an excellent statistician, M. Arondeau, compiled civil and criminal statistics. The Ministries of Finance and Commerce have also their bureaux. For the latter, in 1834, a General Bureau for Statistics, under the direction of the celebrated M. Moreau de Ionnès, was established. Here are the collections of all national-economical facts and materials for the whole country to be made. Since that time it has published about thirteen volumes on various objects, as on Population, Administration, Finance, Commerce, Industry, etc. A fact touched already upon by the prefects has struck him, viz.: that there has been always wanted informations from the Maires (Marshals), which they could not give, having usually not the time, if they had the necessary intellect to make the researches. Therefore he had considered it to be more advantageous to associate private efforts with official, and had made proposals, which had been accepted by the government in the decree of the 1st January, 1853, which orders that in every county a Statistical Commission shall be established, the members of which are to be nominated by the Prefect. This commission is divided into commercial sub-commissions. Every one of the latter must exactly answer to all questions on the schedules. The results are then to be delivered to the County Commission, which debates in connection with the most intelligent men the doubtful points. After that critique all schedules from the sub-commission are to be composed, and after that the blanks in the county schedules filled up. If the County Commission has found no defects or errors, the whole report will be sent to the Sub-Prefect. This officer submits it to a double investigation, the first by the Central Commission of the Arrondissement, the other, in all agricultural matters, by the Chamber of Agriculture. Hereupon the various county schedules are to be transmitted to the Prefect, who submits them to a last examination, compiles them, and sends the results to the Minister of the Interior. The General Bureau of Statistics corresponds by the medium of the Minister with the Prefects, in order to receive from those officers all administration documents. In this way the Prefects assign to the commission the reports on pouplation,

foundlings, beggars, etc. In the bureau there were received, besides the official reports from the Prefects, also such as could not be collected by official persons, and which the county commissaries must gather from private persons.

Mr. William Farr (England) said he would state, that he was sent by the Registrar General, with the consent of his government, to be present at this Congress, and also was ordered to report on the transactions of the same. This communication, joined by that he had to make in behalf of the English statisticians, were the best testimony of Old England's desire to act in perfect harmony with other States for realizing those desired improvements in the present statistical system. A Congress of Statisticians of all Europe, which is engaged in observing and dismembering the social phenomena, is a benefit to all mankind—a benefit which they owe to the enlightened sense of the Belgian Government, which was worthily represented by the President, (Quetelet,) a man who had worked so long on the field of statistics, and whose character, as well as his scientific works, were esteemed of all statisticians. He then proceeded to give a sketch of the statistical institutions of England. From 1801 to '31, the census of the population had been taken, under the direction of Mr. Rickman, every tenth year. Since 1841, the same has been executed by three commissaries, of which one was the Registrar General. The difficulties in taking the census were very great, as the English population was spread over one hundred and seventy-six islands. He gave a description of the census of 1851, of which three volumes had been published. In regard to private statisticians, he mentioned, in very high terms, the names of Porter and McCulloch.

The President begged one of the two representatives of Saxony to give some information relating to the statistics of his country.

M. Weinlig, (Saxony.) In the kingdom of Saxony the official statistics are concentrated in a bureau connected with that section of the Ministry in which he had the honor to preside. The Statistical Bureau is under the immediate direction of a bureau chief. In two years there have been published three volumes. Privite statistical societies did not exist. All branches of the administration must contribute their statistics.

M. Ramon de la Sagra (Spain) was very sorry that he must confess that Spain was far behind other countries in regard to statistics. A statistical bureau did not exist at all, and there had never been any census. Registers of births, deaths, and marriages, had been kept by the priests, and these were the only means to make an estimate of the population. However, the Minister of the Interior was now making serious efforts to establish a Statistical Bureau. M. Pascual Madoz, member of the Chamber of Deputies, had published a very interesting

work, entitled, "Dictionnaire Géographique et Statistique de l'Espagne," in 16 volumes. He had sent commissions in all parts of the country to collect materials, and besides, he had received from the government all possible assistance. On Cuba, very interesting statistics have been published. There were two different kinds of documents, one for the city of Havana, the other for the whole island. They commenced with the year 1817, and have been continued until now. The export tables are modelled after those of the United States of North America.

M. Mittermaier (Grand Duchy of Baden) said, that he was enabled to state that his little country stood behind no other one relating to statistics. Baden had been the first German State publishing criminal statistics. For fifteen years they had assumed the French statistical system. Every Ministry furnishes its statistical results. Especially had the Minister of Finance published in the past year, very estimable reports on taxes, commerce, riches, &c., of the Grand Duchy. Not only the government, but also newspapers, had offered most interesting statistical materials. In the Ministry of the Interior, recently, a Statistical Bureau had been established. He concluded by giving the forty-five questions which the Communalities had to answer.

Chevalier Bertini (Sardinia) stated, that Charles Albert established at the beginning of his reign (1820) a commission for statistics for the continental provinces. With this commission corresponded thirty-seven juntas, or provincial commissions, every one of which consisted of six members. Four large volumes had been published, and, besides these, some reports from the Ministry of Justice. The Almanach-General, appearing every year, contained very interesting statements on population, industry, commerce, &c.

M. V. Baumhauer (Holland.) The government of Holland founded (1826) a Statistical Bureau, which has published two volumes, especially on population. Besides that, it has collected the existing documents of births, deaths, and marriages, since the year 1804. In 1830 it was abolished. Towards 1836, a third volume, as a supplement to the two preceding ones, made its appearance. Since 1826, Professor Gobatto, of Delft, has, by the desire of the King, regularly published a year-book, which contains reports on births, deaths, marriages, &c., and also on criminal statistics. Of the census of 1840, a publication has been given, in a small octavo volume. In 1848, the liberal Ministry founded two statistical bureaux, one for the Ministry of the Interior, the other for that of the Finances. There is no general bureau.

M. Siok (Wurttemberg.) Wurttemberg had a Bureau of Statistics and Topography, which formed a subdivision of the Department of Finances. The Topographical Bureau had just

published a topographical atlas of the kingdom, on the scale of 1.50,000, and a general map of 1.200,000. Thirty-three volumes had been published.

M. Meyer von Knonau (Switzerland) stated, that Switzerland possessed, in the proper sense, no Statistical Bureau; but there had been done a good deal in favor of statistics, especially since 1830. Reports, more or less detailed, had been received from nearly all the Cantons, especially from Basle, St. Gall, and Zurich. Philanthropic and industrial societies had also published very interesting reports. Of all Cantons, Zurich had the oldest census on population; for there is a nominal list which had been made two hundred and twenty years ago, and which contains estimable reports on statistics, as well as on history.

M. D'Avila (Portugal) said, he would not, as the regulations forbid long speeches, mention the statistical works of Portugal of the sixteenth, seventeenth, and of the commencement of the eighteenth century. Since the introduction of the representative system, and especially after its reconstitution in 1834, the government had been compelled to organize a Statistical Central Committee. Since 1835, four census enumerations had been made, viz.: in 1838, 1843, 1849, and 1851. That of 1851 is nearly finished.

(The resolutions of the Convention will be published hereafter.)

## Art. III.—EDUCATION AND CRIME AT THE NORTH AND THE SOUTH.

WHILE resting for an hour or two, on a hot summer day of the past year, in a village in the State of Tennessee, we met with a periodical, the title of which we have forgotten, but which contained a letter from a Methodist divine of this country, who, at the writing, was travelling in France. The letter, written some two years ago, was one of the most finished and interesting productions we ever read. The gentleman had been making some examinations into the census statistics of that country; and the conviction seemed forced upon him that in those rural districts of France in which the peasantry obtained the benefits of education, crime was much more common, than in those districts in which the peasantry were not educated.

He stated this as a startling fact, confirmed by the returns of several years; and was lamenting it as a condition of things for which no friend of education or morality could assign a rational cause.

Since reading that letter, we have been awaiting the complete synopsis of the census returns of our own country for the year

1850, in order to see if the exhibit in France would be confirmed by the facts here.

We present some tables collated from the census reports, without comment. They certainly furnish a nut for philosophers and moralists to crack. It may not be amiss to remark, however, that if the census returns can be relied upon as correct, we Southern people, who are often twitted for being deficient in our moral perceptions, and our regard for the laws, need not blush at the exhibit. The "land of steady habits" is no longer with the New-Englanders and the people of the free States.

The following table shows the population, number of churches, number of persons over twenty years of age who cannot read, and the number of convicts confined in penitentiaries on the 1st June, 1850. The table comprises ten Northern and ten Southern States:—

ITEMS OF THE CENSUS OF 1850.

| States. | Population. | No. of Churches. | Natives unable to read or write. | No. of Criminals. |
|---|---|---|---|---|
| Maine | 583,169 | 945 | 2,134 | 62 |
| Massachusetts | 994,514 | 1,475 | 1,861 | 301 |
| New-Hampshire | 317,976 | 626 | 945 | 77 |
| Vermont | 314,120 | 599 | 616 | 39 |
| Connecticut | 370,792 | 734 | 1,293 | 145 |
| Rhode Island | 147,545 | 228 | 1,248 | 24 |
| New-York | 3,097,394 | 4,134 | 30,670 | 1,080 |
| New-Jersey | 489,555 | 813 | 12,787 | 135 |
| Pennsylvania | 2,311,786 | 3,566 | 51,283 | 302 |
| Delaware | 91,532 | 180 | 9,777 | 6 |
| | 8,718,383 | 13,300 | 112,614 | 2,171 |
| Maryland | 583,034 | 909 | 38,426 | 200 |
| Virginia | 1,421,661 | 2,383 | 87,383 | 188 |
| North Carolina | 869,039 | 1,795 | 80,083 | 14 |
| South Carolina | 668,507 | 1,182 | 16,460 | 19 |
| Georgia | 906,185 | 1,862 | 41,261 | 85 |
| Alabama | 771,623 | 1,373 | 33,853 | 23 |
| Mississippi | 606,526 | 1,016 | 13,447 | 81 |
| Louisiana | 517,762 | 306 | 18,339 | 160 |
| Tennessee | 1,002,717 | 2,014 | 78,114 | 187 |
| Kentucky | 982,405 | 1,845 | 67,359 | 141 |
| | 8,329,459 | 14,685 | 474,725 | 1,098 |

It is here seen, that though the ten Southern States have nearly half a million less population, they have over a thousand more churches than the ten Northern States, though among the latter is included that portion of our Union most famed for religion and morality.

With nearly an equal population, the ten Northern free States had twice as many criminals as the ten Southern slave States,

though the latter had four times as many persons unable to read or write.

In this estimate, I have not included "foreigners," except in the item of population. The tables of "education" and "crime" are taken from the "native" population alone. It may be said that I have selected these tables from those Northern States having the largest seaports in the Union, where vice and crime most abound. But, unfortunately, the tables present the same image, even when we strike out New-York and Massachusetts, containing New-York and Boston, the two cities where the "foreign" criminals largely exceed the "native." For instance, examine the following table:—

| States. | Population. | No. of Churches. | Natives unable to read or write. | Criminals. |
|---|---|---|---|---|
| New-Hampshire | 317,976 | 625 | 945 | 77 |
| Vermont | 314,120 | 599 | 616 | 39 |
| Connecticut | 370,792 | 734 | 1,293 | 145 |
| Rhode Island | 147,545 | 228 | 1,248 | 24 |
| | 1,150,433 | 2,187 | 4,102 | 285 |
| North Carolina | 869,039 | 1,795 | 80,083 | 14 |
| South Carolina | 668,507 | 1,182 | 16,460 | 19 |
| Georgia | 906,185 | 1,862 | 41,261 | 85 |
| Alabama | 771,623 | 1,373 | 33,853 | 23 |
| | 3,215,354 | 6,212 | 171,657 | 141 |

I have here selected four Southern Atlantic States having large seaports, and contrasted them with the four Northern States most removed from the influence of large cities. The population of the former is about three times that of the latter, and the number of churches present about the same ratio. But the number who cannot read and write is fifty times as great in the four Southern States as it is in the four Northern States, while the number of criminals is twice as great in the latter as in the former, though having only one-third the population. The same remarkable feature holds continuous when we contrast New-Hampshire and Connecticut with Mississippi and Missouri, as will appear from the following table:—

| States. | Population. | No. of Churches. | Natives unable to read or write. | Criminals. |
|---|---|---|---|---|
| New-Hampshire | 317,976 | 626 | 945 | 77 |
| Connecticut | 370,792 | 734 | 1,293 | 145 |
| | 688,768 | 1,360 | 2,238 | 222 |
| Mississippi | 606,526 | 1,016 | 13,447 | 81 |
| Missouri | 682,044 | 880 | 34,917 | 108 |
| | 1,288,570 | 1,896 | 48,364 | 189 |

Here, where we contrast with the pattern States of New-England a portion of the Mississippi Valley, the reputation of whose white population for obedience to the law has been hitherto held in but slight comparative estimation, we find that while the proportion of those who cannot read or write is ten times as great in the two slave States as in the two free States, the number of criminals in the former is in proportion only one-half what it is in the two latter. Here are some contrasts:—

| | Population. | Unable to read. | Criminals. |
|---|---|---|---|
| Connecticut | 370,792 | 1,293 | 145 |
| Virginia | 1,421,661 | 87,383 | 188 |
| Massachusetts | 994,514 | 1,861 | 301 |
| Tennessee | 1,002,717 | 78,114 | 187 |

These facts are merely presented as food for reflection, for we base no theory upon them. There may be errors, but scarcely such important ones as would make the census returns worthless upon the heads treated of.

Some interesting tables might be prepared from the criminal calendar, showing that in Boston and New-York the foreign population, though constituting a very small portion of the population of the States, yet furnishes much the largest portion of criminals. Our article, however, is now longer than we designed it should be, though it may furnish to those who may read it some curious thoughts.

## Art. IV.—EMANCIPATION IN JAMAICA—ITS WORKINGS.

THE position of Jamaica, occupying geographically so prominent a place in what is fast becoming the highway of nations, and already resorted to by British and American steamers trading towards the Isthmus, as well as the natural resources of this splendid island, must ever constitute it an object of commanding interest to the political no less than to the trading world. To use the words of the present Governor, Sir Charles Grey, "The fertility of its soil and fitness both for tillage and pasturage; the richness and variety of its vegetable products; the alternations of mountain and valley; the numerous hot springs and medicinal waters; the known existence of various and valuable minerals; the timbers and ornamental woods of its forests; the abundance and variety of fish on its coasts and neighboring reefs, indicate peculiar facilities for the promotion of the future welfare and prosperity of its inhabitants;" and warrant the hope that, low as it has now fallen, it will not be permitted to relapse into utter barbarism.

Its productions are sugar, coffee, cotton, fustic, logwood, mahogany, a great variety of vegetables and fruits, ginger, sarsaparilla, beeswax and honey; also, the pimento spice, of which nature has assigned to it a monopoly. It possesses great facilities for rearing horses, cattle, sheep, pigs, &c., and its copper mines contain rich deposits.

Jamaica, as a naval station, has always held a prominent place, and must become of paramount importance when the traffic between the Atlantic and Pacific is opened up across the Isthmus; and it possesses the advantage of having the elements, at least of British institutions, both civil and religious.

"The difference of temperature arising from the mountain range which runs east and west, dividing all Jamaica into its north and south sides of fertile and sultry low lands, and of intermediate hills of moderate elevation, afford climates of almost every description known in the tropical or in the warmer portions of the temperate zones, any of which may be exchanged for another by a ride of fifteen or twenty miles, so that there is no part of the globe where an African, a colored, a Creole, and a European population have naturally means severally in the enjoyment of an atmosphere adapted to sustain the healthy condition and the energy of each."*

These advantages, commercial and political, connected with this great island, must ere long be turned into account, and the direction of its affairs will certainly pass into the hands of those parties, whatever their color, numbers, or origin may be, who possess the largest share of those great principles of onward progress and indomitable energy which characterize the Western world.

The depressed and critical state in which this island now stands is so universally admitted that it is unnecessary to enter into details, but merely requisite to draw attention to the alarming facts that, with the exports and value of its staple production diminishing, the expenditure of the island, in the face of increased taxation, is annually exceeding the revenue by an average of £45,000; and also to the statement of the present Governor, in his dispatch of 31st December, 1851, wherein he writes—"The finances of the colony have gone, and are still going on from bad to worse."

In consequence the island is in a state of bankruptcy, and as the taxation is falling more heavily on an impoverished community, daily becoming less able to bear such burdens, there is every prospect of government being brought to an immediate stand, from the impossibility of raising the necessary expendi-

* Sir Charles Grey's dispatch, dated 26th June, 1853.

ture for the administration of justice, and the civil and religious institutions of government.

It is unnecessary now to enter into the causes which have reduced this once flourishing island to such a position, and which threaten with ruin those great branches of industry in which the laboring population, not less than the proprietors, are so deeply interested, but rather to bring under notice what, consistently with the public feeling in this country, might restore its prosperity, or at least avert further ruin.

The greatest evil against which the planters of Jamaica have to contend is a short supply of labor, which exists throughout the island generally, and has caused an extensive dismantling and abandonment of properties, as shown in tables annexed. This complaint applies as well to the expense of unskilled labor, from the small amount of work done during a day, as to the impossibility of obtaining that work continuously, and at seasons when it is most required. The first and most obvious remedy for this deficiency appears to lie in an increase to the population being obtained by encouraging a good system of immigration from the coast of Africa, China, India, Madeira, the Azores, and Europe itself, by means of loans granted for that purpose by the British government. It is unnecessary to dilate upon the advantages of immigration to any thinly peopled country, further than to point to the United States of America and Australia, and to state, what is more to the purpose, that the improving condition of all classes in British Guiana and Trinidad, as well as the increased production of sugar, is due to the steady immigration which has been going on for some years back.

But while immigration may be looked upon as the speediest remedy for this state of matters, it is not the only source to which attention should be directed. The import duties, as at present levied, have a direct tendency to discourage the laboring population from working in the cane fields, and induce them to prefer cultivating their own grounds, by artificially increasing the value of provisions grown in the colony, and lessening the amount of food which can be purchased by a given wage. The labor at present existing in the island might be made much more available were a change to take place in the mode of raising the revenue, and the heavy duties on the necessaries of life, amounting to upwards of £105,000 sterling, reduced to mere registration rates, to assist in meeting the expense of maintaining the customs; so that all duties tending to divert labor from the cultivation of the staple productions, or, however indirectly, to increase the expense of cultivation, might be reduced to nominal amounts.

There is every reason to believe that great advantage would result to the island generally were a reduction made on the ex-

isting tonnage and other dues on vessels, amounting at present to 4s. 7½d. per ton, as a stronger inducement would then be afforded to ships to frequent its ports. Sir Charles Grey says of it, "no British colony, and scarcely any spot on earth, is so well adapted to be made one large free port, from its central position in relation to other countries, and to the paths of commerce—from its whole coast being inhabited and peopled, and from its numerous and admirable harbors, all abundantly supplied with pure water and fresh vegetables."*

The island being practically in a state of insolvency, a complete alteration must be made in its financial position, and the present heavy expenditure reduced, before any lasting benefit can be effected. A portion of the debt of the island bears six per cent. interest; were the mother country to guarantee the existing debt, and what further advance may be required to compensate the individuals holding appointments that may be abolished, the total sum could then be borrowed at the rate of three per cent., and the balance of revenue, in addition to the import and excise duties, might be raised by direct taxation, levied in such a manner as to press in just proportions on every class.

While it is necessary that all possible reductions should take place, there are items in the expenditure of the colony for which ample provision should at all times be made. The degraded position of the lower classes is too well known, and is pointed to by the slaveholders of America as an argument against the success of abolition. There can be little doubt that the want of sufficient arrangements for education, and the indolent habits contracted from the absence of all motives and inducements to work, have tended greatly to retard the improvement of the emancipated peasantry. In any estimate of the expenditure of Jamaica, extensive provision should be made for the establishment of an effective system of education, and a liberal sum devoted to the maintenance of schools throughout the island. It seems perfectly fair, and a measure calculated to promote a feeling of independence among the lower classes, that for parochial and other necessary and useful institutions, such as the public schools, medical dispensaries, &c., which are peculiarly for the benefit of the laboring population, they should be made to contribute some portion of the expense, through the medium of a poll tax, a house tax, or an acreage tax, which should distinguish between cultivated lands, pasture lands, and waste lands.

A revision should also be made of the laws between master and servant, and those against vagrancy and squatting; and a

* The Assembly of Jamaica have since passed an act to reduce the dues on vessels to 3d. per ton.

strong police force, part of which might be mounted, should be kept in a state of complete efficiency.

No diminution should be made in the number of stipendiary magistrates, whose appointment by the crown ought to render them perfectly independent of undue prejudice in favor of any class of the inhabitants. But due regard must be paid, in the selection, both of them and the local magistrates, to choose men of such intelligence and standing as will insure proper respect, and a firm and equal administration of justice.

This association do not, at present, wish to make any remarks respecting the constitution of Jamaica, as they feel sure that the hostility evinced by the council against those reductions, so absolutely required—the absence of harmony between the three branches of the Legislature, in bringing forward measures calculated to improve the condition of the inhabitants, and to put the finances of the colony on a sound footing, as well as the irregular and irresponsible manner in which money grants are voted, the revenue is collected, and the public accounts are audited, must engage the immediate attention of Her Majesty's government.

In a memorial lately addressed by this Association to the Duke of Newcastle, urging the necessity of a revision of the taxation and diminution of the expenditure of the island, which is maintained on a scale far exceeding its now prostrate condition, they conclude as follows:—"That, as your Grace will shortly have to appoint a successor to Sir Charles Grey, whose term of office is understood to have expired, your memorialists would respectfully press upon your Grace, that in order to carry out such measures, a governor of known financial ability and business habits be appointed, with power to take the initiative therein; and that, in the event of the Council and Assembly delaying to pass such laws as may appear to your Grace to be founded on a sound policy, the governor be empowered by an imperial act to give them effect, and that the constitution of Jamaica be so altered as may best carry out those principles of economy and finance rendered necessary by the relations subsisting between Jamaica and the mother country, in consequence of the policy of unrestricted competition adopted by the latter under the system of free trade."

Signed in name and by appointment of the WEST INDIA ASSOCIATION OF GLASGOW, by

H. E. CRUM, *Chairman.*
C. D. DONALD, *Secretary.*

GLASGOW, 14*th April*, 1853.

ABSTRACT OF LIST OF PROPERTIES ABANDONED IN JAMAICA SINCE 1832, WHEN THE BRITISH EMANCIPATION ACT PASSED.*

SUGAR.

*Middlesex.*

| | No. of Estates. | Extent of Freeholds. | No. Laborers attached in 1832. | Crop, 1832. Hds. | Crop, 1832. Pens. |
|---|---|---|---|---|---|
| St. Catherine | None | None | None | None | None. |
| St. Thomas in the Vale | None | None | None | None | None. |
| St. Ann | 8 | 10,339 | 1,280 | 483 | 228½ |
| St. Mary | 12 | 13,236 | 2,223 | 1,541 | 624 |
| St. Dorothy | 1 | 1,406 | 167 | 128 | 52 |
| St. John | 2 | 2,960 | 590 | — | — |
| Vere | 2 | 3,860 | 168 | 56 | 32 |
| Clarendon | 17 | 23,737 | 2,660 | 1,378 | 572 |
| Manchester | None | None | None | None | None. |
| Total | 42 | 55,538 | 7,088 | 3,586 | 1,508½ |

*Surrey.*

| | | | | | |
|---|---|---|---|---|---|
| Port Royal | 1 | 1,780 | 225 | 38 | 15 |
| St. David's | 2 | 3,662 | 424 | 121 | 26 |
| St. Thomas in East | 13 | 11,682 | 1,750 | 859 | 373 |
| Portland | 12 | 12,170 | 1,802 | 455 | 131½ |
| St. George | 8 | 7,225 | 1,174 | 81 | 26 |
| Metcalfe | 7 | 6,612 | 1,331 | 703 | 346 |
| St. Andrew | 10 | 9,509 | 1,579 | 413 | 196 |
| Total | 53 | 52,640 | 8,285 | 2,670 | 1,112½ |

*Cornwall.*

| | | | | | |
|---|---|---|---|---|---|
| Trelawny | 8 | 6,844 | 990 | 520 | 216 |
| St. James | 18 | 22,244 | 2,697 | 893 | 349 |
| Hanover | 11 | 8,867 | 1,696 | 803 | 405 |
| St. Elizabeth | 6 | 18,010 | 1,414 | 631 | 200 |
| Westmoreland | 2 | 3,889 | 383 | 216 | 88 |
| Total | 45 | 59,854 | 7,180 | 3,063 | 1,258 |

*Summary.*

| | | | | | |
|---|---|---|---|---|---|
| Middlesex | 42 | 55,538 | 7,088 | 3,586 | 1,508½ |
| Surrey | 53 | 52,640 | 8,285 | 2,760 | 1,112½ |
| Cornwall | 45 | 59,854 | 7,180 | 3,063 | 1,258 |
| Total | 140 | 168,032 | 22,553 | 9,319 | 3,879 |

COFFEE.

*Middlesex.*

| | No. of Properties. | Extent of Freeholds. | No. of Laborers attached in 1832. |
|---|---|---|---|
| St. Catherine | 14 | 6,087 | 668 |
| St. Thomas in the Vale | 70 | 16,781 | 2,854 |
| St. Ann | 12 | 12,367 | 950 |
| St. Mary | 6 | 1,613 | 423 |

* Report from the committee appointed to inquire into the depressed state of agriculture in this island, and the cause of such depression.
HOUSE OF ASSEMBLY, *December* 18, 1837.

COFFEE.—*Middlesex continued.*

| | No. of Properties. | Extent of Freeholds. | No. of Laborers attached in 1832. |
|---|---|---|---|
| St. Dorothy | 7 | 2,313 | 520 |
| St. John | 21 | 10,149 | 1,465 |
| Vere | None | None | None. |
| Clarendon | 38 | 18,852 | 2,924 |
| Manchester | 109 | 61,887 | 7,324 |
| Total | 277 | 130,054 | 17,128 |

*Surrey.*

| | | | |
|---|---|---|---|
| Port Royal | 1 | 174 | 38 |
| St. David's | 4 | 1,318 | 313 |
| St. Thomas in the East | 9 | 5,200 | 630 |
| Portland | 2 | 1,535 | 174 |
| St. George | 13 | 7,696 | 780 |
| Metcalfe | 21 | 5,283 | 1,235 |
| St. Andrew | 111 | 23,981 | 4,535 |
| Total | 161 | 45,187 | 7,705 |

*Cornwall.*

| | | | |
|---|---|---|---|
| Trelawny | None | None | None. |
| St. James | None | None | None. |
| Hanover | None | None | None. |
| St. Elizabeth | 14 | 9,464 | 1,376 |
| Westmoreland | 13 | 3,695 | 621 |
| Total | 27 | 13,159 | 1,997 |

*Summary.*

| | | | |
|---|---|---|---|
| Middlesex | 277 | 130,054 | 17,128 |
| Surrey | 161 | 45,187 | 7,705 |
| Cornwall | 27 | 13,159 | 1,997 |
| Total | 465 | 188,400 | 26,830 |

| | | | |
|---|---|---|---|
| Sugar estates | 140 | = 168,032 acres | = 22,553 laborers. |
| Coffee plantations | 465 | 188,400 " | 26,830 " |
| Total | 605 | 356,432 " | 49,383 " |

A RETURN OF ALL PROPERTIES IN THE ISLAND OF JAMAICA, UPON WHICH CULTIVATION HAS BEEN WHOLLY OR PARTIALLY ABANDONED SINCE THE FIRST DAY OF JANUARY, 1848, AND SHOWING THE NUMBER OF ACRES; THE ASSESSED ANNUAL VALUE ON THE FIRST DAY OF JANUARY, 1848; THE ASSESSED ANNUAL VALUE ON THE TWENTY-EIGHTH OF MARCH, 1852; THE AVERAGE AMOUNT OF TAXES PAID ANNUALLY FOR FOUR YEARS PRIOR TO THE FIRST DAY OF JANUARY, 1848; AND THE AMOUNT OF TAXES ASSESSED FOR 1852.

| | SUGAR ESTATES. | | COFFEE PROPERTIES. | | PENS. | |
|---|---|---|---|---|---|---|
| | Totally Abandoned. | Partially Abandoned. | Totally Abandoned. | Partially Abandoned. | Totally Abandoned. | Partially Abandoned. |
| St. Catherine | 3 | — | — | — | 3 | — |
| St. John | 5 | — | 1 | — | 5 | — |
| St. Dorothy | 1 | 2 | 1 | — | 1 | 1 |
| St. Thomas in the Vale | 9 | 4 | 25 | 3 | — | — |

RETURN OF ALL PROPERTIES IN THE ISLAND OF JAMAICA—*Continued.*

| | SUGAR ESTATES. | | COFFEE PROPERTIES. | | PENS. | |
|---|---|---|---|---|---|---|
| | Totally Abandoned. | Partially Abandoned. | Totally Abandoned. | Partially Abandoned. | Totally Abandoned. | Partially Abandoned. |
| Vere | 5 | — | — | — | — | — |
| Clarendon | 10 | — | 1 | — | 2 | — |
| Manchester | — | — | 8 | 2 | — | — |
| St. Mary | 8 | 7 | — | — | — | — |
| St. Ann | 8 | 1 | 19 | 18 | 2 | — |
| Port Royal | 1 | — | 2 | 3 | — | — |
| St. David | 6 | 1 | 10 | 4 | 4 | — |
| St. Andrew | 4 | 7 | 3 | 6 | — | — |
| St. Thomas in the East | 18 | 9 | 3 | 1 | — | — |
| Portland | 3 | 8 | — | — | — | — |
| St. George | 2 | 8 | 12 | 10 | 3 | 5 |
| Metcalfe | 2 | 2 | 6 | 13 | — | — |
| St. Elizabeth | 4 | 1 | 5 | 6 | 10 | 16 |
| Westmoreland | 9 | 5 | — | — | — | — |
| Hanover | 13 | 5 | — | — | — | — |
| St. James | 7 | 5 | — | — | — | — |
| Trelawny | 11 | 6 | — | — | — | — |
| Total | 128 | 71 | 96 | 66 | 30 | 22 |

| | Number of Acres. | Assessed Annual Value on the 1st January, 1849. | Assessed Annual Value on the 28th March, 1852. | Average Amount of Taxes paid annually for four years prior to 1st Jan., 1849. | Amount of Taxes Assessed for 1852. |
|---|---|---|---|---|---|
| St. Catherine | 4,105 | £1,257 | £592 | £209 | £98 |
| St. John | 17,025 | 3,179 | 430 | 475 | 132 |
| St. Dorothy | 5,578 | 1,495 | 807 | 231 | 97 |
| St. Thomas in the Vale | 26,420 | 6,175 | 3,838 | 1,027 | 588 |
| Vere | 9,273 | 3,033 | 1,215 | 331 | 202 |
| Clarendon | 24,576 | 3,008 | 954 | 575 | 266 |
| Manchester | 6,673 | 681 | 206 | 175 | 50 |
| St. Mary | 17,846 | 7,529 | 4,258 | 1,210 | 645 |
| St. Ann | 29,367 | 7,654 | 3,402 | 771 | 490 |
| Port Royal | 2,956 | 1,026 | 658 | 132 | 82 |
| St. David | 16,005 | 3,584 | 2,480 | 401 | 412 |
| St. Andrew | 15,106 | 4,806 | 1,776 | 938 | 328 |
| St. Thomas in the East | 37,935 | 9,251 | 4,198 | 862 | 672 |
| Portland | 15,225 | 3,109 | 2,478 | 463 | 335 |
| St. George | 37,063 | 8,572 | 7,214 | 1,166 | 643 |
| Metcalfe | 15,248 | 6,022 | 2,955 | 706 | 363 |
| St. Elizabeth | 43,663 | 4,196 | 2,775 | 823 | 330 |
| Westmoreland | 18,510 | 5,423 | 2,886 | 831 | 277 |
| Hanover | 18,149 | 5,422 | 3,100 | 718 | 358 |
| St. James | 11,480 | 4,611 | 2,798 | 711 | 336 |
| Trelawny | 18,984 | 8,342 | 4,197 | 859 | 571 |
| Total | 391,187 | 98,439 | 53,221 | 13,715 | 7,284 |

HOUSE OF ASSEMBLY, *Thursday, Jan.* 27, 1853.

*Ordered*, That the above return be published in the several newspapers of this island for two weeks.

WM. KEMBLE, *Clerk to the Assembly.*

"In 1842 the value of hereditaments, which was estimated at £13,205,686 sterling, was reduced in 1851 to £9,499,799 sterling, and it is believed the return for 1852 will show a falling off of two millions more."—*Mr. Westmoreland's Speech in the House of Assembly, Feb.* 2, 1853.

## Art. V.—SEA-COAST CROPS OF THE SOUTH.

IT is good for us to be here—discussing, not "the affairs of the nation," but the elements of a nation's wealth*—the education, the agriculture, the commerce of the planting States. Citizens of the several States meet in this association to compare notes, with the mutual desire to understand the peculiar views of each, to profit by each other's experience, communicating freely their own—to improve the art, and direct attention to the science of agriculture.

It is to be hoped that one (not the least) of the good results of these meetings will be the institution of an Agricultural and Geological Survey, in each State, by the Legislature thereof, or at least the organization of a Board of Agriculture, through the members of which analyses of soils may be procured by farmers, together with the dissemination of all sorts of information relating to soils, manures, implements and culture—varieties of stock and their treatment, the reclaiming of wild lands, and the administration of labor.

To a country populated as is ours, a thorough agricultural survey is replete with use and advantage. It serves to discover the best systems of culture and of management perfected by gifted individuals who may have devoted a life-time to their establishment, to analyze, describe, and communicate them to distant parts of the State, where, possibly, they may be entirely new, and, if applicable, greatly beneficial.

The surveyor makes it his business to ascertain the diseases of plants and animals, and unites with his own the experience and the science of all farmers in discussing the remedies applicable to them.

In this, and in various other ways, the agricultural survey tends to make farmers, in all parts of the State, somewhat ac-

* Read before the Agricultural Association of the Planting States, 1854.

quainted with each other, as well as with their different practices and facilities, their difficulties and remedies.

The State of North Carolina has ordered an agricultural survey, and has intrusted its execution to the experienced Dr. Emmons, who was an agent in the elaborate work in the State of New-York. He has already published a small preliminary volume as preface to his valuable labors in our sister State. In connection, also, with the University of North Carolina, at Chapel Hill, a School of Science has been established, with a Professor (C. Phillips) of Civil Engineering, and a Professor (Hedrick) of Agricultural Chemistry, who, besides lecturing on that subject, has made some interesting and valuable analyses of soil.

The Agricultural and Geological Survey of South Carolina is little more than fairly begun. The benefits which have been and will be derived from what has been done, cannot fully be estimated in terms. If they could be calculated and set down, in money, we suppose the result would be a sum sufficient to defray a hundred times over all the expense which has been incurred for it by the State. The bringing to view and marking the local extent of the marl beds on the rivers Pee Dee, Waccamaw, Santee, Cooper, Ashley and Savannah, on Edisto Island, and elsewhere, on the seaboard; the testing of the constituent value of these marls by the long practised formulæ and ample experience of the venerable Ruffin, together with his clear explanation of and rules for the use of them, are a boon to the inhabitants of the respective localities, and to the productive wealth of the State, which no one will pretend to estimate in numbers.*

For the institution of the Board of Agriculture, by which was organized the plan of agricultural surveys in England, the people of that country are indebted to the wisdom and public spirit of Sir John Sinclair, the friend and correspondent of Washington.†

* In his Report, (1843, p. 82,) Mr. Ruffin says: "The small use of the plough, (indeed its total disuse in many cases,) and its substitution by the hoe and hand labor, is, to a stranger, the most remarkable and novel feature of the agriculture of the lower districts." This could not have been said of the rice growing region of the lower districts, but of the long-staple cotton region. Even there the entire disuse of the plough is becoming somewhat more rare. Several planters, even on Edisto Island, are using the plough in the culture of cotton as well as corn; and its use is becoming general elsewhere.

† A descendant of Sir John visited the United States in the month of October, in the person of a Reverend Presbyter of the English Church. The Rev. John Sinclair, Archdeacon of Middlesex, who, together with the Right Rev. Bishop Spencer, late of Madras, and other Divines, was deputed by the Venerable Society in England "for the Propagating of Christianity in Foreign Parts," to attend the late triennial meeting of the Board of Missions of the Protestant Episcopal Church in this country. It was gratifying to us to make the acquaintance of this distin-

May not this Association constitute such a Board for the Southern States, for wise and useful ends?

Of all descriptions of men, whose energies are actively employed in the same vocation, planters are the least given to act together in combination. A main reason for this may be found in the fact of their living segregated in the country, although sociably inclined, associating kindly, and proverbially hospitable.

Each, independent of all persons save the indwellers and laborers of the plantation, practising there his own peculiar system, is separated from his surrounding neighbors by the recognized boundary of his broad acres. Deluded thus into a dangerous self-dependence, habitually secluded from the active bustle of life, and the frequent haunts of men, the worthy planter too often fails of exercising his share of that influence which helps to form public opinion. Not so the gifted citizen who mingles daily with the animated masses congregated in cities, or associates constantly with men engaged alike with him, in commerce, manufactures, trades or professional pursuits. If combining seldom, however, and only under the pressure of high excitement, or of threatened danger to a common interest—and if less commonly exercising individual influence—it is consoling to reflect that, whenever it may be called into active exercise, the influence of the educated planter is a sound and wholesome one.

Generally, he is conservative. Bred in the country amid the exuberance of nature, in her just proportions and distribution, his mind is accustomed to her gradual processes, the regular succession of the seasons, and the annual recurrence of the routine of labor allotted by the Creator. His gifts acquire strength, character, and virtue. They may never be developed beyond his rustic sphere—never until fair occasion offer. But, when so called forth, they will be exercised for the most part conservatively, and on the side of truth. In the creation around him, even of inanimate nature,

> "He finds tongues in trees, books in running brooks,
> Sermons in stones, and good in everything."

## CROPS OF THE SEA-COAST.

We have been invited to address you on "the Culture of the Sea-Coast Crops." A subject fruitful in itself, abounding in details, and sufficiently interesting to those of us whose business it is to cultivate the great staples. The information which we have

guished divine, this modest, estimable gentleman. And it will be gratifying to our countrymen to know that he bore away to his native island impressions of American character and sentiment, most pleasing and grateful to him, alike honorable and grateful to us.

been able to collect, as to one staple, together with all that we may have acquired in the culture of the other, is entirely at the service of the Association. But all the detail cannot be given here.

Both cotton and rice were at first grown by few persons. As they profited largely by the peculiar culture, they expended in hospitalities the revenues which accrued. Early in the present century a single estate in Georgia is said to have yielded a crop (600 bags) of Sea Island cotton, worth $100,000 and upwards. Rice has been known to command a ready market at thirty shillings per cwt. The planter, in those distant days, who made good crops, doubled his capital in a few years. The statement comes from the planter himself, that in one of those years the proceeds of the labor of each worker, on one of his plantations,* enabled him to add another laborer to his estate. During the war of 1812, a good deal of salt was made on the seaboard. It commanded, a year or two after the war, $6 a bushel!

These monopolies have no more any existence. They are now matters of history merely. In republican compensation, the same causes which have reduced the profits of the few, have tended to equalize with them the incomes of the many.

Of salt, an article of necessary consumption, which had been manufactured on our coast more than a hundred years, there are now none so poor to "boil a kettle."

Of cotton, the culture, far from being confined to Georgia, has been extended over the fertile region embracing, with the exception of Maryland, Virginia, Kentucky and Missouri, the Southern and South-Western States. And in the production of rice both the Carolinas, Georgia and Louisiana, are engaged. It is grown for domestic consumption in Mississippi, Florida, and Texas, and nearly every where else where may be found a settlement of negroes who once lived in the rice region of country.

The sawing of lumber, farming and distilling turpentine, are now the most profitable kinds of business near the seaboard and out of the city.

They are not considered favorable to the steady habits of the negro; but they yield very tempting incomes, varying from three to six hundred dollars to the hand.

Over the bar of Georgetown alone, a single port in South Carolina, the lumber and naval stores which passed out during the last fiscal year, it is computed, exceed half a million of dollars in value. The quantity exported is steadily increasing.

* Waterford, a small plantation lying in the best pitch of tide on Waccamaw. It belonged at that time to the late Benjamin Allston.

## COTTON.

The crop most largely exported from the United States is cotton. It pays for two-thirds nearly of the imports—the basis of federal revenue.

This important staple, the peace-maker between Europe and America, is the chief product of the industry of the States furnishing the constituency of this Association.

Cotton,* long known to the world, has been grown and worn in the East for centuries. The application of machinery to its manufacture imparted a decided impulse to the culture of the raw material. But it remained for the invention of Whitney's† saw-gin to remove the chief difficulty in the way of its production in America,—a production now limited only by the wants of mankind.

Amazing as has been the progress of the growth of cotton in America, the population almost, and the commercial prosperity of the United States, have kept pace with it.

We will not more than allude to the exports of the year 1791, in comparison with those of 1851, sixty years after. (In money value they are as $52,000 to $112,315,317!) Nor will we offer the reflections suggested by such a comparison. Some other mind will do this service more appropriately and ably. They are replete with instruction as well as interest.‡ For the benefit of States, as well as individuals, we are warned that, "To whom much is given, of him shall much also be required."

The variety which is cultivated on the sea-coast was introduced into Georgia first. Removed from the influence of a salt atmosphere, it degenerates, and the staple becomes inferior. The region in which it is produced extends from the River Santee, in South Carolina, including the parish of St. John's, Berkley, to the everglades of Florida, embracing a belt of land some twenty to thirty miles wide, measuring from the Atlantic.

* Mr. William M. Lawton, of Charleston, has in his possession a sample of cotton (produce of a single pod) which was plucked from the tree in its wild state, growing in the Island of Cuba. The tree is said to bear about three years; the staple, of course, is inferior.

† Whitney's invention was patented in 1793. There is now on exhibition at the World's Fair in New-York a model of the original saw-gin, class 5 and 6, No. 166. The model is owned and exhibited by his son, Eli Whitney, of New-Haven, Connecticut, where the remains of the ingenious inventor lie buried. He died January 8th, 1825.

‡ The comparative distribution of the general crops of cotton, for ten years past, must not pass unnoticed. It appears (*N. Y. Journal of Commerce*) that from the years 1843-4 to 1852-3, while the cotton crop has increased from 2,124,895 bales to 3,354,058 bales, the consumption of Great Britain has diminished in the ratio of 56.50 to 51.78; that of France as 13.30 to 12.72; that of the North of Europe has increased in the ratio as 3.25 to 5.19; that of other foreign ports as 3.54 to 5.77; and that of the United States as 16.32 to 20.59 per centum.

The crop of 1852 may be set down at 34,000 bags :—

| | |
|---|---|
| The receipts in Charleston were | 19,843 bags. |
| " in Savannah* | 12,971 " |
| Besides several hundred bags, say (which were sent directly from Florida to New-York and New-Orleans) | 1,186 " |
| | 34,000 bags. |

Out of which quantity it is estimated that 4,000 to 5,000 bags were furnished by the State of Florida.

Judging from the quantity of land recently cleared in Florida, and the comparative success which has hitherto repaid the en-

* The following letter was received after the foregoing statement was made up

ST. CATHERINE'S ISLAND, *January 21st*, 1854.

DEAR SIR :—To ascertain with accuracy the amount of Sea-Island cotton produced in Georgia, the production of each county should be known ; and to acquire this information, reference should be made to intelligent individuals residing in each one, in the absence of statistics ; but as this course has not been adopted, I necessarily had recourse to the factor of the planters of said counties. This estimate may be somewhat vague, but I would decide that it approaches as near accuracy as the date which has been assumed will admit of. It is computed that 11,300 bales of Sea-Island cotton are produced in this State, weighing not less than 400 weight. I have assumed the maximum 6,000 laborers—1,000 white laborers, and 5,000 negroes.

We will estimate the land cultivated by the former at $400,000, and that cultivated by slaves at $1,500,000 ; the whites producing 3,000 bales to the slaves 8,300 bales.

To form an accurate estimate of the value of the slave capital employed, we must embrace the old [negroes] and children, and double the number, say 10,000 slaves, whose marketable value is $4,000,000 For the past five years cotton has averaged 20c. per lb.

| | |
|---|---|
| Value of land cultivated by slaves | $1,500,000 |
| Value of slaves employed in its cultivation | 4,000,000 |
| | $5,500,000 |
| 8,300 bales of cotton produced by slaves at 20 cts. per lb | $664,000 |
| Expenses (this estimate may fall below the cost) | 100,000 |
| | $564,000 |

Adding to this estimate the yield exceeds 10 per cent.

It is not supposed that there is any deterioration of the capital employed, for every judicious planter improves his lands by a judicious system ; keeps his buildings in good condition, and he realizes a *numerical* increase of his slaves of from four to eight per cent. from births. The increase of our negroes must be ascribed to their improved condition in all respects. They are better fed, their buildings are more comfortable, and they enjoy the benefits of the improved system of husbandry, which, whilst it lightens the physical labor, it enables the planter to apply them profitably to the improvement of his lands, by a judicious system of manuring, which is infinitely cheaper and more substantial than any extraneous manures which come from abroad. The use of these implements (my remarks are exclusively applied to Sea-Island cotton plantations) places it in the power of the planter to keep employed a part of his force the whole year, except when he is harvesting his crop, in collecting the material, and making manure. He possesses advantages which no other agriculturist enjoys, and if he does not avail himself of them, the fault rests with him, and I am inclined to believe that from this neglect he does

terprising cultivators of long staple cotton in that State,* it is estimated that the crop of Florida, if not the present year, will very soon equal that of Georgia in quantity.

### SEA ISLAND COTTON.

In treating this subject, without presuming to enter on the field which has been so thoroughly traversed and completely occupied by the distinguished President of the State Agricultural Society, we will only venture to add such gleanings as we have been so fortunate to make in Georgia and elsewhere, together with some few results which have been obtained in Carolina since the writing of that elaborate and able essay to which we beg leave to refer.†

The soil best adapted to the production of fine cotton is a light yellow, sandy soil. It bears well the admixture of salt and marsh mud, with the compost applied to it, and yields, if fairly dealt by, a fine, long, and even staple.‡

The better practice is, to prepare the land by listing in the remaining growth as soon as the last year's crop has been picked—even before the cotton has been cleaned for market. The alleys are then broken up with the plough. In the spring, the earth, well manured, is drawn up with the hoe, making a bed upon the autumn listing, and the seed is sown in dibbles, a

injustice to his negroes. If his crops are made in abundance, he has it in his power to expend a little more money for their comfort, and certainly for his benefit.

I cannot but regret that circumstances beyond my control have prevented my answering your letter before.

I am, very respectfully, your obedient servant,

***

ROBERT W. ALLSTON, *Georgetown, South Carolina.*

* The planters in Florida have fresh lands not yet infested with bugs and insects. They use the plough extensively, and find it no damage to the plant. They have the salt air breathing its peculiar influence from the West, on a part of the Peninsula, as well as from the East. They have, too, domesticated among them McCarthy's gin.

They must succeed with this cotton, it would seem, unless they yield to the influence of the climate ultimately, and let the cotton tree grow for their crop.

The people of Florida, as well as of Southern Georgia, should forthwith begin to plant the olive. Plantations of the olive tree will interfere very little with the general crop until they yield largely of fruit. They will succeed in Florida when the cotton lands shall be worn out.

† Memoir on Sea-Island cotton by the Hon. Whitmarsh B. Seabrook, President of the State Agricultural Society, and recently Governor of South Carolina.

We take leave here to acknowledge the favors which we have received, in the way of information, freely and kindly given, both as to cotton and rice, from Dr. Scriven, Messrs. Waldburg and Habersham, of Georgia; from Messrs. William Seabrook, William M. Lawton, and John F. Blacklock, of South Carolina.

‡ The usual compost is prepared in summer by mixing with farmyard, cowpen, and stable litter, salt marsh, marsh mud, and even salt. It is applied to the land in winter at the rate of forty, fifty, and seventy cart loads.

Mr. Townsend, of Edisto, does not depend on the "cart loads," but covers his land well with the manure.

peck to the acre or more, according with the strength of the soil, &c.* After the seeds germinate, the alleys are again broken up with the plough, and soon the process of thinning begins. With the three first hoeings, the plants are gradually thinned out to the stand of a single stalk, eighteen, twenty, or twenty-four inches or more from its neighbor. The ground must be kept clean throughout. The quantity or rate of planting, when the hoe is altogether used, does not exceed three acres to the hand; and the task is one-fourth of an acre (105 × 105 feet.†) If the plough and scraper be used together with the hoe, much more may be accomplished; the hoe drawing up to the plants the earth loosened by the plough, the task may be three-fourths of an acre. Where the plough is used freely, seven acres to the hand may be tended, as in Florida, and perhaps on Santee. But, on this scale, the manuring must be neglected, or only partially done. In Georgia, our informant,‡ who uses the plough and scraper, plants five acres to the hand, in order to keep his land in good heart by manuring. For the same reason, a very successful planter on Edisto§ tends but five acres to the hand. He uses the plough freely, manures well, and makes a good interest.

The effects of the autumnal gales, so unavoidable, are sometimes disastrous to the ungathered and ripening crop.

Among the diseases to which long cotton is subject, blight, rust, and "blue,"‖ may arise from some defect in the soil, which, doubtless, may be removed, or partially remedied by proper dressing at the proper season, together with thorough draining —for caterpillar and the bug there is no certain remedy but propitious seasons—unless, indeed, it be found in a judicious rotation of crops, and naked fallows, the ground being well broke up and exposed to winter frost. When about to be attacked, however, defend your plants by all the means within your reach. Destroy the enemy in embryo, as the energetic planter, last alluded to, has shown can be done.

*Preparation for Market.*—It requires from fifty to sixty days to prepare a bale of fine cotton for market.

* In order to insure the production of fine cotton, the seed must be carefully selected, and well attended to. Owens' Selection has, at present, a high reputation. Mr. Geo. C. Owens has given name to the seed, as Mr. Kinsey Burden did to his in 1826–30.

† Among cotton planters on the seaboard, the acre is laid off square, two hundred and ten feet, (210 × 210,) being made up of four squares of 105 × 105 feet = 44,100 square feet.

‡ Mr. Waldburg.

§ Mr. Townsend.

‖ Dr. Bachman suggests that these diseases may be due to some minute insects. The suggestion is worthy the attention of microscopists.

If they will be attentive to the instructions of this distinguished naturalist, cotton planters cannot fail to derive from his scientific investigations and practical suggestions hints which may lead them to discover the causes, and likewise the remedies, of many diseases to which the plant is now a prey too often.

1st. The seed-cotton must be sorted for the gin, *i. e.*, the dead leaves, and everything extraneous is picked out, say sixty pounds to the hand.

2d. It is then passed through the roller gin, which relieves it of the seed. The common foot-gin or treadle, propelling two rollers, is the machine commonly used for separating the fibre from the seed, cleaning on an average twenty-five pounds a day. The McCarthy, or Florida gin, with one roller, is now attracting much attention; and the planters are putting them up as fast as they can procure them. A gin, costing one hundred dollars, propelled by a good horse or mule, or still better by steam, will clean from 150 lbs. to 200 lbs. a day.*

* Mr. McCarthy, of Florida, took out a patent in 1840, for a gin having one roller, say four inches in diameter, and three feet in length, dressed with leather arranged spirally around it. This roller revolves over and in loose contact with a plate of sheet iron. The cotton is received and drawn in between the two, and the seed is separated by means of a thin steel bar placed horizontally, and operating vertically in front of the roller, and with great rapidity. By the use of this machine, not only is the saving of labor considerable—a one horse power machine will gin as much cotton with one hand to feed it, and may be an inefficient hand otherwise, as five old gins with each a hand—but the seed is found to be less crushed than it was by the old-fashioned roller-gin, requiring, of course, less moting manipulation.

Strange to say, an invention of so much value to our planters on the coast has remained almost unknown in Carolina until a year ago, and unused by steam until the present year. To Mr. Wm. M. Lawton, to whose kindness we are indebted for this description, is the credit due for bringing it to light in this State; and Mr. Wm. Seabrook, we believe, was the first planter who ventured to use it in the preparation of his crop, a sample of which, in all its silky fineness, he has sent to the Industrial Exhibition at New-York. This gentleman, not content with the determination of his own sound judgment, supported by that of his immediate friends, as to the effect of this new mechanism upon the staple of fine cotton, has, yielding to the promptings of his enlarged views and thorough practice, invited thereon the verdict of the consumer of the raw material. He has caused a bale of his last crop to be prepared by this machine, and one of the same fine cotton to be prepared after the old method, and to be shipped on his own account to the habitual spinner in Manchester, for the express purpose of testing by his practised judgment the relative value of the staple prepared in the new and old way. This test, as far as it has gone, has resulted unfavorably to the new gin. The spinners think that cotton prepared by it has rather a greater tendency to "nep," and they suggest a caution against using it for cleaning the finest cottons.

We find the following letter in the *Savannah Republican*, which we copy for the information of those engaged in the cultivation of Sea-Island cotton:—

LIVERPOOL, *August* 18, 1853.

GENTLEMEN:—Since my arrival in Great Britain, I have had much intercourse with the spinners of fine yarns in Lancashire and Scotland, and it will interest you to know that they are generally impressed in favor of the Sea-Island cotton they have been receiving from Savannah. The Florida cottons they particularly refer to as possessing every essential qualification, except cleanliness; this deficiency, I was apprised on all sides, would weigh gravely against the appreciation of Florida descriptions in the future crop. And the reasons adduced were so forcible, that I am quite sure I shall do service to every intelligent planter by giving them publicity.

In the first place, they say that the per centage of loss by crushed seeds and stained and dead cotton, at present prices, is a prominent obstacle to the use of carelessly prepared lots; but a still more serious impediment is found in the fact that in the present nice position of the labor question, the operatives, who are now

3d. The cotton is "moted" as it comes from the gin, namely: all particles of broken seed, and every speck which may have escaped detection in the "sorting," are carefully removed. Thirty pounds to the hand are mooted after the foot-gin, sixty pounds after the use of McCarthy's patent, or in such proportion.

4th. It is then packed by hand in the old-fashioned round bales, containing each 320 lbs. to 400 lbs., of clean merchantable cotton.

The finest cotton is exceedingly delicate in vegetation, and requires careful handling throughout. It can only be produced, therefore, in small quantities; and then, unless everything be propitious, it does not pay too well. The cost of producing a bag of ordinary Sea Island cotton is about $75,* that of the finest twice as much.

*Prices.*—In 1851, in Charleston market, fine cottons were sold at 60 cents per lb.—a single bag commanded 70 cents.

In 1852, fine cottons sold at 80 cents per lb., only a bale or two brought more, (85 cents.)

Ordinary Sea Island cottons commanded in Charleston,

In March, 1851, 30 cents per lb.
" 1852, 30 cents per lb.
" 1853, 43 and 45 cents per lb.

The planters are few who make the finest cottons, some eight or ten, perhaps, in Carolina, planting a small portion of their lands in the choicest seed, which has to be selected with great care from year to year.

all paid by what is called piece work, are independent enough to decline working upon illy prepared cotton, out of which they cannot get as large a weight of fine yarn per day as they can out of clean sorts. This is the secret of the present absence of demand for the lower descriptions of Sea-Islands, and it is not difficult to predict that a wider difference in price will exist in the Savannah and Charleston markets next season between dirty and clean cotton than has before been known.

Complaints have not been wanting against not a few of the Liberty and Bryan County crops, which are represented as harsh and dry in staple. Manure and change of seed are the obvious remedies for this defect. On the other hand, some of the crops raised but a mile or two from the end of your plank road, where care has been had, have been pronounced equal to some of the favorite island brands.

I may add, that of all the preparations of cotton sent forward from Savannah, the open fleecy sorts from the McCarthy gin have given most satisfaction, promising always that the cotton is clean. Some of the lots *I* have seen here, prepared in this way, had minute particles of shell and leaf so incorporated in the cotton that its usefulness was considered greatly impaired.

A small portion of one of the finest island crops in South Carolina, comprising two or three bags, put through the McCarthy gin, was recently sent to the mill of one of the largest spinning concerns in Manchester, and there placed in comparison with the remainder of the crop ginned in the old way, and the report given me by the manager was, "the open cotton is exactly in the condition we require to bring it to for our work."

I am, gentlemen, faithfully yours, Z.

* This has reference to cottons produced by the hoe culture, without the plough.

These cottons are taken by England and France, chiefly through the ports of Liverpool and Havre. England receiving the larger proportion, re-exports a part of her supply to the Continent, (Switzerland and elsewhere,) where it is manufactured into exquisite laces and muslins. A few hundred bags of Sea Island cotton are manufactured in the United States, chiefly in making spool cotton. A pound of Sea Island cotton may be spun so fine as to produce a thread of incredible length. Yet Professor Mitchel, of the Cincinnati Observatory, stated that no thread, of any kind, which he could procure, was equal in fineness, lightness, and elasticity to that of the spider's web.

The cottons that will command from 45 to 68 cents per lb., made with the proper use of the plough, and cleaned by the improved machinery, yield a very handsome interest upon the capital invested, say not less than from ten to twelve per cent. Fourteen per cent. was realized last year by more than one planter.

## PROVISION CROP.

Of all the various callings to which men in the low country resort for a livelihood, all, except the transient turpentine farmer,* raise a provision crop of corn, peas, and potatoes. Even the timber-getter, whose lumbering, gigantic wheels require a goodly number of stout oxen for the heavy draught, while these are recruiting on the summer pastures of his native pine-barren, will put his horse to the plough and work out provision for the ensuing winter.

The hunter, too, who ranges now for game farther and wider than erst he did, over natural meadows,† upon which his stock of cattle luxuriate in summer, and through thick-wooded swamps, where they seek shelter and forage during the hard weather of our brief winters. The hunter and his sons employ a part of several days in the week, during the proper season, in weeding the potato patch, and tending the corn and planting the slips and the peas, whilst the industrious wife, and thrifty, home-bred daughter, ply the spinning-wheel and hand-loom, to work up their own garden crop of cotton with the coarse fleece of their native flock into comfortable jeans and flannels for the household.

* The man who hires laborers annually for the purpose, the railroad contractor also, who hires male laborers only, for his work. Neither employment exercises wholesome influence on the habits of the negro.

† Large tracts of prairie called Savannas, which in May, June, and July abound with the finest grass pasture, and at times are richly varied with beautiful flowers.

## CORN—(*Zea Mais*)—*Maize.**

The land for corn is seldom disturbed until near the time for planting, though it will not be doubted that the farmer would find profit in breaking up his land during the frosts of winter. It is laid off with the plough in drills, usually five feet apart, and the deeper the better. These drills, or furrows, are filled with the litter from the stables and the farm pen, and whatever else of vegetable matter may be at command, (the rice planter uses rice-straw for this purpose.) They are then listed in or covered up with either the hoe or the plough—sometimes with both.

The corn, which is planted towards the last of March, is dropped (3 or 4 grains in one spot, to be thinned out, after healthy and vigorous vegetation, to one plant) in dibbles made upon the ridges thrown up as above, 3 or 4 feet apart, depending upon the producing power of the land.† Some farmers sow corn as close as 2½ feet, and even 2 feet. This, however, requires very strong land, enriched by manure. In general, it is not wise to plant thick; the field in full growth may be more promising and pleasing to the eye, and may produce more fodder, but less sound, heavy grain.

For the most part, this crop receives three ploughings and one hoeing, if the hoe can be spared. When in its tender state, it is thinned out to one stalk. In the month of June it is thoroughly cleansed and laid by with the hoe, when peas are sown in dibbles upon the ridges, midway between the corn plants. This is done at such precise time as to allow the peas to vegetate and appear just before the corn tassels. When the grain is sufficiently filled and hard, the blades of the plant are stripped and cured for forage. The fodder makes excellent food for horses, but the work of stripping is one among the least inviting and healthful to the laborers. Soon the dying stalks, no longer obstructing the rays of the sun from the lowly legume, are covered by the running pea-vines, which when in blossom, and when with full pods pendant from every stalk, present the field in an aspect rich and abundant in promise.

When gathered, corn should be put up with the inner shuck on, in a house well ventilated, as open to the air as is consistent with the protection from damp.

On good farms the production of this grain is at the rate of 20 to 35 bushels per acre. A leading Waccamaw planter

* See Report "On the Culture of Indian Corn," made to the Winyah and All-Saints' Agricultural Society, 20th April, 1848, by the Hon. J. R. Poinsett, for a full account.

† It is becoming a common practice to roll the seed corn in a solution of coal tar, before planting it, in order to protect it from birds, &c.

has repeatedly averaged, on thirty acres, fifty bushels per acre and more.

Any soft corn planted near the sea-coast tends gradually to become flinty.

Higher latitudes, and especially Western lands, are better adapted to the production of corn, yielding less wood, and more grain.

In the State of Indiana, for example, a crop has been obtained, much larger than ours, with a single ploughing. A stand once secured, the weeds are suffered to grow up in common with the plant. Both mature in nature's good time, when as much corn is gathered as may be needed for the granary,—the remainder is fed off to stock on the field where it has been grown.

### OF POTATOES,* (*Convolvulus.*)

The land is prepared in like manner as for corn. On rice plantations, instead of straw the "tailings" are used for potatoes, viz.: the finer particles of the straw produced by threshing out the grain, and separated by the process of winnowing or fanning the grain clean, to be pounded. As on well-managed farms these two crops are produced from the same ground, alternately—or in the order of rotation with cotton—the land is laid off the same distance for both, whether it be 5 or 4½ feet, so that the beds, or ridges, may be reversed every year. This preparation with rice planters is made by listing in the tailings in the month of February. The land lies thus until a convenient time for planting, somewhere about the last of March, when the earth on both sides is drawn up on the listing, so as to make as large beds as the ground will readily admit of. On the top of these beds, trenched for the purpose, the seed potato is dropped 6 or 8 inches apart, either whole or cut into two parts, as the quality of seed will allow, or require. The trench is then covered with earth, and the seed left to vegetate. As soon as the sprout appears above ground, the work of cultivation begins, and it must be constantly and diligently followed up, or else disappointment will ensue as to the result.

The fine grass which makes its appearance with the potato must never be suffered to take deep root, but must at once be shaved off with the hoe—and picked out by hand, so as to be entirely destroyed. As fast as any more grass or weeds make show, they must in like manner be removed, while young, and

* For the elaborate and able Report by Dr. J. R. Sparkman, "On the Culture and Preservation of the Sweet Potato," see the Proceedings of the Winyah and All-Saints' Agricultural Society, 18th April, 1850.

growing only on the surface. If either be suffered to take root, loose, and rich as is the earth of the beds, their roots soon penetrate deep, and spread, when they can no longer be removed without disturbing the incipient growth of the young tuber, if indeed it be not pulled up altogether in extracting the weed. After hoeing, a good rain is the signal for breaking up the earth between the beds, and drawing it up with the hoe to the top of the beds, carefully around the plants. Upon this the vines shoot forth, and very soon cover the beds, shading the ground effectually, and thus preventing a new crop of grass.

This is the "root" crop. It is dug from September to November inclusive, and yields from 150 to 250, and even 300 bushels per acre.* The more productive crop, ordinarily, is that from the vine, or slip.

Thus the land intended for slip potatoes is generally sown down with oats,† as a winter crop. These are harvested in June, by which time potatoes, if planted in rich ground, and kept clean, will have shot out vines, long and abundant enough to cut for planting slips. The oat stubble is listed in four and a half feet apart, (in order to alternate with corn next year.) Upon this listing, the ploughs throw four furrows, then the hoes come with the first rain, and make up a good bed, flattening it on top. Along the top of these beds are carefully laid together three or four, or more, succulent vines, which are covered at the distance of sixteen or eighteen inches, with a good hoeful of earth, leaving interval enough open for the leaves of the vine to breathe. Keep these clear of grass, and well earthed up, if washed by heavy rains, and the new vines will soon cover the face of the earth. If the soil be rich, and the planting be

* A Proximate Analysis of the Sweet Potato made by Emmons, and given in the Report of the Agricultural Survey of the State of New-York, is attached, in order that it may be compared with that of Prof. Sheppard, reported in the Proceedings of the State Agricultural Society of South Carolina, and in order also to invite the attention of farmers to the other Analyses furnished by both these valuable works.

PROXIMATE ANALYSIS OF THE SWEET POTATO.

| | |
|---|---|
| Starch | 19.955 |
| Sugar, and extractive matter mostly sugar | 5.80 |
| Dextrine | 0.750 |
| Fibre after boiling in a weak solution of caustic potash | 1.850 |
| Matter dissolved out of fibre by a weak solution of caustic potash | 2.100 |
| Albumen | 5.900 |
| Casein | 1.050 |
| A body that resembles | 0.225 |
| Water | 69.515 |

† After the middle of January, oats may be sown (1 bushel per acre) in a light furrow, made by the plough; the sower following the plough with seed, and the earth from the next furrow covering the grain.

made in June, 300, 400, or even 500 bushels of potatoes per acre, may be produced for winter use, depending upon the nature of the season, and the lateness of frost. The lightest frost will affect the vines, and effectually check the further growth of the tuber. The manifest effect of frost upon the vines is the signal for gathering the crop. The alleys between the beds are filled with straw from the threshing-yard. On the first fair weather the potatoes are dug, and the straw covered up by the digging, soon decomposing, manures the land for the next succeeding crop of corn. The potatoes, after remaining in large heaps on the field, protected by a covering of straw and earth, until the whole be dug, are housed* for winter use; the smaller roots being selected for seed, and carefully housed to themselves. The hogs are now turned in, to feed upon the unearthed roots, and those which have been unavoidably covered over in the digging, with earth and straw together. Before another season for planting arrives, the hogs, besides furnishing the usual supply of pork and bacon, will have given the field, by rooting after potatoes, which their keen sense of smell traces out, the best kind of (not deep) subsoiling.

A good rotation course is, after the crop described above, to take two crops of corn, then graze, then a crop of root potatoes, then oats, and slips as just described, and so on.

The late lamented Ward, who confessedly stood foremost among planters, was in the habit of dividing his upland into two portions; planting them every year alternately, in corn and peas—oats and potatoes. His crop of corn seldom measured less than fifty bushels to the acre—his slip potatoes yielded six and seven hundred bushels, and sometimes more, to the acre.

## ALLUVIAL LANDS.

Of the large quantity of land uncultivated in the Carolinas, in Georgia and Florida, a good portion of the alluvial swamp is destined to be reclaimed and converted to the farmer's use.

None of the swamps on the great rivers in those States are under profitable cultivation, which only can be permanent, except those which, having been reclaimed, are protected by dams (*levées*) from the destructive influx of heavy freshets to which those rivers are annually subject. Leaving out of view, for the present, the tide-swamp, the cotton plantation nearest the sea-coast

* The house is built of good plank, with walls four feet high, covered with a tight shingle or thatched roof, on a dry, well-drained spot,—from 40 to 100 feet long, and from 15 to 20 feet wide, with ventilators, allowing the escape of the hot moist air, and gases from within, but not admitting the ingress of cold, frosty air from without.

which has been dammed on the Pee Dee, is Mr. Gibson's, near Marr's Bluff, where the Manchester Railway is to cross. That on the Santee belongs to Mr. Mazyck Porcher, and lies near, a little below, the Santee Canal.

Doubtless there are many points upon those rivers and others as susceptible of like improvement, which would repay the labor, if the right plan of constructing levées be pursued. Col. John N. Williams' dams on the Pee Dee have withstood many floods, including those of the last two years.

There are many inland swamps, bordering on the tide-water country, from the Neuse to St. Mary's — (perhaps farther) sources of short streams, capable of being drained, and ultimately tilled; which contain not only thousands of acres of land suitable for corn, small grain and meadow grasses, but also an abundance of excellent timber,—some white oak, as well as cypress and ash. Among these, we may mention the immense tracts bordering on the Lake Waccamaw, the beautiful reservoir into which are emptied the floods of the adjacent low lands, to be discharged gradually into the bold river of the same name. This lake, in North Carolina, some five miles long, by about three miles wide, is surrounded by dense forests of swamp abounding in timber, which all will be brought into market, or domestic use, whenever the lands shall be drained for cultivation. The white marshes, too, through which meanders a small stream tributary to the Waccamaw, although they could afford no timber, could be reclaimed, and would seem to offer to the enterprising planter the temptation of a boundless field.

Let us revert to the time, not more than a century distant, when indigo was grown in Carolina for exportation.

The now fruitful rice-fields of Santee, and Pee Dee, and Waccamaw, which bear in grain such teeming tribute to productive wealth, and which, in extent of cultivated level, stretched out, in the direction of the ebbing current, beyond the visible horizon, were then but dense, and dank, interminable swamps, the home of the owl and the alligator. Tide swamps they were, the soil of which, though very rich, was useless to the residents and settlers of that day.

If some active proprietor, desirous of converting it to his profit, was hardy enough to plant in corn an occasional knoll, more elevated than the rest, the loss of corn and pumpkins, two years out of three, deterred his neighbors generally from following his example. In periodical addition to the alluvial loam, the shaded surface was enriched by the ultimate decomposition of the annual fall of leaves from the deciduous forest, extending miles across, from river-bank to river-bank. These leaves were

often covered up entirely by the deposits of freshets, freighted as they were with the disintegration of rocks above, and the debris of marl-beds below the falls.

The spring-tides also of the summer solstice seldom failed to bring their contributions of silt from the muddy bays and creeks of salt water. Lifted by angry waves and held suspended, this silt was borne along with the current of brackish water, sometimes far inland.

When these two causes operated in conjunction—namely, when a heavy freshet from the high-lands was met by muddy gale-tides, welling up from the salt estuary below, the deposit precipitated was much deeper at the meeting of the waters.*

The extensive forest once sustained by this alluvial formation has disappeared as far up, almost, as tide-water flowed then. Thousands of acres of this same swamp on each river may now be traversed, and not a stump be seen above ground. The swamp has been reclaimed. The tide is shut out, subjected to regulation, and rendered tributary to the enlightened designs of the rice-planter.

The numerous islands of which this region is composed are all inclosed (leaving an outside margin twenty to thirty feet wide) by dams high enough and strong to resist the highest spring-tides. The entire area is divided into "squares" or fields, containing twelve to twenty acres each, by a series of check-banks, made up by excavating all around the field, at a distance of eighteen feet from the centre of the line on which the bank is to be located, a ditch some six to eight feet wide by five feet deep.

The fields are further prepared for cultivation by excavating from ditch to ditch in one direction, a number of smaller ditches called "quarter drains," fifteen to eighteen inches wide, and three feet deep, located parallel to each other, at the distance of seventy-five, or fifty, or thirty-seven and a half feet apart, as may be required by the nature of the land, and the pitch of tide in which it is found. Across the frontier bank, and in a line with one of the main ditches, a deep cut is made, in which is placed and covered up a (wooden culvert twenty feet long, and open, four feet by two) "trunk," furnished at both ends with a sluice-gate, for either admitting the tide over the field, or withdrawing it, as may be desired.

Thus has the tide-swamp been subdued, and converted into flourishing fields, inviting diligent husbandry. The owl has fled to some far off wilderness, and the alligator hides his diminished size at the first sound of human approach.

Sailing up one of those fruitful rivers, the traveller may now

* See Report to Committee of Patents on Rice, 1852, p. 88, for a notice of the deposit on Santee (over 2 inches) in 1845.

behold many miles of serpentine embankment, (continuous save where a water thoroughfare occurs,) inclosing thousands of acres, checked into fields, which bear, in waving luxuriance, crops of this translucent grain.*

## OF RICE—(*Oryza Sativa.*)†

Rice, for which we are indebted to the Island of Madagascar, was introduced into Carolina and America at once, towards the close of the seventeenth century. A few grains were sown in the garden of Landgrave Smith, the site of which is now entirely covered by houses and modern improvements, in the city of Charleston. Those few grains produced many ears, which being disseminated for seed, succeeded in adaptation to the cli-

* Rough rice as it comes from the field is translucent in a degree sufficient for an experienced eye, when holding a head or sheaf of rice up towards the sun, to detect the red rice, which is opaque.

† The following communication to the *Daily Mercury*, of 17th of January, 1849, from the pen of that eminent naturalist, the Rev. Dr. Bachman, furnishes a reliable account of the wild rice of the lakes :—

### MINNESOTA RICE.

Mr. Editor :—Several articles under the above head have, within the last few weeks, been going the rounds of the various newspapers in the United States, and I perceive one of a similar character in the *Mercury* of yesterday morning, extracted from the *Journal and Messenger*.

From the accounts published by Professor Randall, of Cincinnati, it would appear that this is "a new discovery of a new cereal grain in the Territory of Minnesota;" that "it is infinitely superior in taste, and far more nutritious than the rice of the United States; grows abundantly as an indigenous production, and can be cultivated to almost any extent in the rivers and lakes that abound in that territory." Your western brother, the editor of the *Journal and Messenger*, ventures the opinion, that "the Minnesota rice will, in time, be found to be of infinitely greater value than the far-famed gold mines of California." The latter prediction may prove true.

Should our planters, however, from the above glowing descriptions, entertain any fears that this new western production should supplant the Carolina rice, I would invite their attention to the few following facts :—

The Minnesota rice is the article known in our Northern, Western, and some of our Southern States, under the name of "wild rice," "zizania aquatica;" sometimes it is called wild oats. It abounds in the rivers and lakes of Western New-York, Pennsylvania, Michigan, Ohio, &c., and is collected by the Indians on the shores of the northern rivers and lakes. It is described by Elliott, vol. 2, p. 585. Should our planters desire to make an experiment in its cultivation, to ascertain whether "it is superior in taste, and far more nutritious than the rice of the Southern States," they need not send to Minnesota for the seed, but just collect it along the shores of the Edisto, Santee and Savannah rivers, where it abounds; or, to save them the trouble of planting the seed, they may leave an acre of the native wild grass, which they are now hoeing up and destroying, and on the next autumn they will have a pretty good crop of the Minnesota rice. In Savannah, I perceived, it was sold in the market in its green state, as food for cattle, under the name of wild oats.

I have frequently seen it gathered on the north-western lakes. The seeds are so caduceus, and drop out so irregularly, that the Indians have very great difficulty in collecting them, which they do by paddling along the shores, bending the stalks over their canoes, and beating out the loose grains.

Men differ in taste, and whilst the Minnesota travellers described it as "infinitely

mate; and the low country of South Carolina since, has become the centre of the rice-growing region. The first seed was white, such as is grown in China and Guiana to this day, and such as may still be seen produced on the uplands and inlands of America.

Some time before the Revolutionary war, the "gold seed" rice was introduced,* which, owing to its superiority, soon entirely superseded the white. It is now the rice of commerce, and the only grain referred to herein, when rice is mentioned, without being distinguished by some peculiar name or characteristic.

This "gold seed" has undergone improvement in latter years. Hence has resulted the production of a variety longer in the grain, but not perceptibly larger otherwise, which is highly esteemed by foreign consumers, when it is produced in perfection, commanding the highest prices in market. It is called "long grain" rice.†

The white rice of the present day measures three-eighths of an inch in length, the same in circumference around its shorter ax-

superior in taste, and far more nutritious than the rice of the Southern States," the writer of this, who was once obliged to verify the old adage, "necessitas non habet legem," and live upon it two weeks, considered it about as good as oats, with a similarity of taste, although somewhat more saccharine. Oatmeal, however, under certain emergencies, is not despicable food, a British statesman having publicly declared it superior to our corn meal. The hull, as the planters term it, or the pericarp, which envelops the grain, adheres so firmly, that there will be some difficulty in detaching it by our common rice mills. I have, however, swallowed it, boiled with the grains, without experiencing any inconvenience; and they might, on emergency, be bound up together, as a substitute for Graham flour, and prove beneficial to dyspeptics.

J. B.

* From what precise quarter, and how, has not been accurately ascertained.

† This peculiar grain, so eagerly sought out in the market at any price, when strictly prime, and so trying to the planter's skill, perseverance and judgment to produce in perfection, was obtained from the sowing of part of a single head on the plantation of the late Hon. Joshua Jno. Ward, of Waccamaw. Its appearance has only been accounted for thus: one of his friends, a planter on the Pee Dee, having a large body of forest land, had been in the habit of clearing a small portion every year or two since the year 1828. He spared no pains nor expense in getting the best seed to sow in this clearing; and for ten or twelve years after, the best seed of the last product, specially culled, was with diligent care selected for the newest field.

The result of this judicious and consistent attention was the appearance in market of seed rice, which became notorious for its purity and soundness.

Some years ago, Colonel Ward supplied his plantation with the seed of this Pee Dee plant. The winter after, while threshing out the crop produced from it, his overseer, Mr. Thompson, called his attention to a few grains of uncommon length, being a fraction of a broken head, which he picked up in the barn yard. Directing it to be carefully preserved, he had it sown in the spring, and nursed under the immediate inspection of the overseer. From these few grains, reproduced and replanted, year by year, and preserved through the many difficulties and disasters of several years, is derived the fancy "long grain" rice. For Colonel Ward's letter on its origin, see "Proceedings of the State Agricultural Society," Report on Rice, 1843, pp. 55–6.

is, the grain being in shape an irregular ellipsoid, and in weight numbers nine hundred and sixty grains to the ounce (Troy.)*

The gold seed, the rice of commerce, measures three-eighths of an inch in length, the same in circumference, and in weight numbers eight hundred and ninety-six grains to the ounce.*

The long grain rice measures five-twelfths of an inch in length, three-eighths of an inch in circumference, and in weight numbers eight hundred and forty grains to the ounce.*

The system of culture for one is suitable for any of these varieties. The first, it is said, will bear upland culture better. The last, (long grain,) it is supposed, will bear water better. It does not tiller as much, shoots up a taller stock, and longer head, but does not bear as many grains to the head as the other and more commonly approved kind of gold seed.

We begin the preparation for a new crop by (cleaning out the ditches every third year; the drains are cleaned out every year after ploughing) ploughing the land as soon after the harvest as the fields can be gleaned, and the scattered rice left on the surface be sprouted. The stubble is turned under by running a deep furrow, say eight inches.† This may be continued until the end of January. The sods should have the benefit of the entire winter frosts, if possible, the influence of which disintegrates and prepares them duly for the levelling.

In March, or when about preparing to plant, the harrows will be made to pass over the ploughed ground.‡ The hoe follows, to cut up and break the remaining clods and level the surface. The more the soil is comminuted, and the surface brought to a common level, the better. The trenchers then come in with hoes made for the purpose, and trace out with great accuracy

* The specimens which have been compared, and which are now before you, are all the production of the same plantation, Nightingale Hall, Pee Dee. The seed of each variety (there is but one species, several varieties) is more or less polluted with a degenerate grain, the same for the most part in size, and in color of the chaff, as the original, but red within after being hulled, and much harder to be cleaned in the pounding mill. This corruption of the grain is supposed to have been occasioned by its continuous exposure in the fields, after the harvest-home, to all changes of weather and temperature, also from long submersion in the water of the ditches. It is called "red," or "volunteer rice." The seeds resting upon the surface, or slightly covered near it, vegetate earlier than the seed regularly sown for a crop—those somewhat deeply covered by the soil vegetate later. Both the one and the other, however, mature before the crop rice, rather than after. There is a kind so vicious and degenerate that it can never be gathered except when immature. As soon as the grains ripen, they drop in the field, being dislodged by a puff of wind, or a touch of the hand. Hence it is sometimes called "drop-rice."

† Both ploughing and harrowing are performed, ordinarily, by oxen—two yoke being required if we go deeper than six to eight inches; and two yoke get on badly in the swamp. The Tuscany breed furnishes the best oxen for our climate.

‡ After deep ploughing, the "plough turns" should be broken up with the spade, sinking the spade as deep as the plough has gone, say eight inches; an able-bodied man will break up in this way, and thoroughly, a surface of fifteen hundred square feet in a day. The field should be well drained, however.

the drills in which to sow the seed, fourteen, thirteen, or twelve inches apart from centre to centre. They will average (some drawing stake-rows, and others filling up the panels) three quarters of an acre to the hand, in day's work.*

The field now in high tilth, and resembling somewhat a garden spot, is ready for the seed. The sowers, with great care, yet with wonderful facility and precision, string the seed in the drills, putting two and a half or two and a quarter bushels to the acre. The labor of sowing depends so much upon the state of the weather, whether windy or moist, or otherwise, it is better not to require any given task. Generally, each woman will accomplish two to three tasks,† and do it well—it should never be done otherwise; for the seed cannot be recovered if too thick, nor if too thin, can the sowing be repeated without needless waste, and increased irregularity.

The best hands are chosen to sow rice. In fine April weather it is pleasing to behold the steady, graceful progress of a good sower.‡ The sowing done, water is forthwith admitted, (two tides are better than one,) and the field remains covered until the sprout becomes green and begins to fork. The water must then be withdrawn, else the plants will be forced to the surface, by any slight agitation, and float away from their position.§

In twenty days after, or thereabouts, the rice is hoed and flowed deep, the water over-topping the plant for two or three days, in order to destroy the young grass just springing up among the plants, and also the insects that may have lodged

* When the land is new, the trench should be broad, say five inches, and the rice may be scattered in the trench; but for old land, and most of rice-land is now old, narrow trenching hoes are preferred, opening a drill three inches wide. Infected with grass-seed and volunteer rice, old land requires close hoeing, and every seed that vegetates outside the drill is cut up and destroyed.

† The task in the rice region of South Carolina is (150·2 feet) a half acre. This is the unit of land measurement among the negroes, and with practical planters. The acre, which is a rectangle (300 × 150 feet) made by two square half acres, contains 45,000 square feet.

‡ It is a good plan to make handsome presents to the best sowers after the planting. When rice is to be covered with water, without a previous covering of earth, as described in the text, the seed must first be prepared by rolling it in clayed water, for process of which, see a note to the Memoir on Rice, p. 16; Appendix to Ruffin's Agricultural Survey of South Carolina; also the Supplement to the Proceedings of the State Agricultural Society. There are many planters who still prefer the old system, covering the seed with earth. In this case, after the seed is covered, the water is taken on the field for five or six days, to sprout the grain, when it is drawn off, and is returned only when the sprout, "in the needle state," is seen fairly above ground. This, "the point-flow," is held about four days, and then drawn off. After which the culture is the same as above described throughout.

§ The reasoning for the successful substitution of a covering of water for a covering of earth in planting rice, and also for the requisition of sound and perfectly full seed, will be found in the law of germination and growth.

Professor Johnston thus expresses it:—"When a seed is committed to the earth,

upon the blades, or which may have been generated among the stumps or roots, or stubble. At the end of two or three days the water is slacked down to about half the height of the plant, now somewhat stretched. At this depth it is held until the plants grow strong enough to stand erect, and will admit the laborers to walk between the trenches and pull out the long grass which shows itself, and which will now yield to very slight effort. If any rushes appear, they will now be plucked up by the root and borne out to the banks.

Two days after this weeding, the long water* will gradually be drawn off. A succeeding tide will be taken in and let off immediately, in order to wash out the ditches. Two men, furnished each with a long-handled rake of curved iron teeth, are put to rake from the ditches all the water-growth which impedes the draining, placing it on the side of the bank. In eight days (the land by that time should be dry) the smaller hoes† are used, and the soil is stirred as deep as it can be with them. The plant,

if the warmth and moisture are favorable, it begins to sprout. It pushes a shoot upwards, it thrusts a root downwards; but until the leaf expands and the root has fairly entered the soil, the young plant derives no nourishment other than water, either from the earth or from the air. It lives on the starch and gluten contained in the seed."

In the case of rice covered with water, the first shoot is radical, and tends downwards, but it does not take root until the air is admitted to the leaf, the lungs of the plant, then it becomes rooted instantly. If the water be not reduced when the sprout becomes green, (until the sprout is green it cannot bear the rays of the sun,) the expanding of the leaf in the water will draw up the unfixed root, and the whole will rise and float upon the surface.

The water, after floating the trash to the banks, should at no time be over deep, lest the process of germination be delayed, and with any imperfect or defective grains, be prevented altogether. I have known an entire sowing of a field lost by too deep flooding. The field, which was rather low, (reclaimed marsh,) was sown early in April, and the water let on inconsiderately deep. At the end of sixteen days I had the water drawn, and not a seed had germinated. The land was occasionally subject to the influence of salt water, but the water used was entirely fresh and sweet. The field was replanted in same manner as before, and flowed under my personal supervision. The seed, selected from the same parcel, sprouted readily, and the field yielded an abundant return. This was in 1840.

In Georgia, on one of Dr. Daniels' plantations, near Savannah, the Italian method has been pursued with a good degree of success, namely, the seed is first sprouted, then sown broad-cast over the field and covered up by the harrow, which, being reversed, is drawn over the surface. The culture there is with water chiefly. The planters on the Savannah River, where the land drains remarkably well, realize 12 per cent. from the proceeds of their crops.

* In Georgia and elsewhere, perhaps, this is called the "stretch flow." In that State, as well as in some parts of Carolina, the practice is common to continue the point flow into the "stretch" or long flow, without drawing the water until the latter be over. This free use of water, as it may be made to substitute one hoeing, may enable the planter to cultivate seven or eight acres to the hand, instead of five and six, as of old. But the proprietor who suffers this method to be practised in his culture, year by year, if his young crop be not often troubled by the maggot or root-worm, will probably find his land so polluted with water grasses after several years, and so packed, as to require rest and change of system to ameliorate it.

† The hoe now used has been reduced, latterly, to four inches in breadth.

just recovering from the effects of long water, and taking a dry growth, is putting forth new green blades and fresh roots, which, not long enough yet to be interfered with by the deep hoeing, very soon yield to the grateful influence of the air admitted, shoot vigorously into the loosened earth, and nourish a "good stalk."

In the course of fifteen or eighteen days, the field is hoed again and weeded. This last hoeing is also done with the small hoes, but very lightly, to avoid disturbing the roots, which are now extended nearly midway between the trenches.

As the plant is now beginning to joint, the laborers will step about with care, for if one be broken at the joint, it cannot be restored. A day or two after this third hoeing, the water is put on again, as deep as the last long-flow, and is gradually increased in depth after the rice-heads have fairly shot out.

This is called the "lay-by" flow.* Up to the time of this flow, is about ninety days for rice sown the first week in April. After this, to the period of maturity is from sixty to seventy days, during which the water is often changed, and kept fresh,† but is never entirely withdrawn, until the grain be ripe for the harvest. Meantime, should any grass have escaped the previous hoeings and weedings, it will show its crest before the rice matures, and be plucked up by the roots. All white rice will be stripped off by hand.

*Harvest.*—And now the grain is ripe for the sickle. The time for harvest is come. Gladsome, bounteous harvest! A season, it is true, of laborious exertion, but a season also of cheerful emulation, of rustic, joyous festivity. The rice is cut a day before you will say it is fully ripe.‡ The water is drawn off over night. Soon after the rising of a bright autumn sun, the reapers are seen amid the thick-hanging grain, shoulder-high, mowing it down with the old-fashioned sickle, dealing brisk and dexterous, but noiseless strokes. Before the dew is all gone, the rice is laid prostrate, even and orderly, across the porous stubble.

The next day, when quite dry of dew, it is tied up in sheaves, and borne away to the threshing yard, where it is well stacked

* Some planters have this flow very shallow, insisting that a deep flow breeds worms, to the injury of the plant before it has shot out, in which case the only remedy is to dry.

† The improved and best means of keeping the water fresh is to furnish the field with two trunks—one to admit fresh water at every flood-tide, and the other to void it with the ebb, so that twice in twenty-four hours there is obtained a slight current through the field. This, besides lessening the infection of the atmosphere (miasmata) by stagnant water, keeps the roots of the plant cool and healthy, though it postpones the ripening of the rice some five or eight days.

‡ For rice sown 1st April the harvest begins usually from the 1st to the 10th of September.

before the night dew falls heavy. This last heavy but gleeful labor completes the field-culture of the rice plant.

When the stack has undergone its curing heat, and become cool again, the rice is threshed out by one of Emmons' Patent Machines, and sent to the pounding mill to be cleaned. The mill performs ingeniously enough the finishing process, thus: By steam power, the rough-rice is taken out of the vessel which freights it, up to the attic of the building—thence through the sand-screen to a pair of (five feet wide) heavy stones, which grind off the husk—thence into large wooden mortars, in which it is pounded by large iron-shod pestles, (weighing 250 to 350 pounds,) for the space of some two hours, more or less.

The rice, now pounded, is once more elevated into the attic, whence it descends through a rolling-screen, to separate whole grains from the broken, and flour from both; and also through wind-fans, to a vertical brushing screen, revolving rapidly, which polishes the flinty grain, and delivers it fully prepared, into the barrel or tierce, which is to convey it to market.*

The barrel is made by coopers attached to the mill; each one dresses his stuff and makes three barrels a day. He is paid twenty-five cents for each barrel made over his number. When the stuff is dressed previously, five barrels, and even more, may be made.†

The profits of a rice plantation of good size and locality are about eight per cent. per annum, independent of the privileges and perquisites of the plantation residence. Privileges and perquisites, which are neglected or undervalued by absentee proprietors, if not absolutely thrown away.

### OF DRAINING AND MANURES.

The art of culture, however necessary, to be effectually taught by experience, and learned in practice, depends upon principles, for the knowledge of which we are indebted to science. In proportion as these are understood, and appreciated by farmers, will their system of practice be more or less improved. When

* For information on Mills and Milling, see Allston's Memoir on Rice; also Appendix to the same, D. E. F. Also, Report to Winyah and All-Saints' Agricultural Society, April, 1848.

For other particulars and experiments in the culture of rice, see sundry reports on the subject to the Patent Office Commissioner. Also, to the State Agricultural Society; Vol. of Proceedings, pp. 55, 83.

† The staves are of yellow pine, 40 inches in length; the heading of inch plank is made twenty-four inches in diameter. The barrel should contain at least six hundred pounds net. The barrels from the Butler estate in Georgia are much larger, weighing eight hundred pounds and more.

There were several machines for dressing staves, exhibited at the World's Fair in New-York. Class 5 and 6, Nos. 92, 184, (Hawkins'—this I saw in operation, and admired,) 384, 407. Class 9, Nos. 11 and 14, are grain separators—valuable to rice planters for preparing seed.

a good system is applied with cheerful industry, patience, and perseverance, the grateful earth will seldom fail to yield her increase.

Light, heat, air and water, are the great fertilizers, furnished by bounteous Nature, for the intelligent use of man. Every ploughing, every hoeing, every flooding of the fields, should be done in reference to the influence of one or more of these universal agencies.

Without good draining, the most thorough preparation of the surface and subsoil, the most diligent labor after careful sowing, and the highest degree of manuring, will fail of producing the desired result. Water may be used so as partially to supersede its necessity in the culture of rice; but, ultimately, it will be followed by evil effects on the land.

Manures of various kinds are freely used in cotton planting: Guano, with plaster, and with Kettlewell's Salts, Mapes' preparation, and composts of litter with muck, marsh-mud, sedge, and sometimes salt.*

In rice-planting, the practice of manuring† is of recent origin, excepting, of course, that best of all dressings, to which we are indebted for increment of the soil itself, the natural deposit, namely, of sediment when the rivers overflow their banks, or silt from seaward, when the turbid waters, admitted into the fields, are held there, undisturbed for days. A good time to apply rice-flour to rice is, to scatter it between the trenches immediately after the long-flow.

If the dressing be too heavy, the rice, made too luxuriant, will lodge, and waste in the harvest. In applying lime, (100 bushels is safe, if there be plenty of stubble, or peaty fibre, or a thick native growth,) time should be given for it to act chemically, and to become incorporated with the soil before water is put on the land.

Rice-straw,‡ if listed into the fallow-ground, and well covered

* Every stable, whether for horses or cows, should be furnished with a tank, and conduits for the collection and preservation of liquid manures, otherwise so improvidently wasted.

Every farm-pen also should be provided with some convenient receptacle for the same, which is greatly more valuable than the dung of the cattle. A ditch (four feet by three) cut along the inner end of the stalls for oxen and cows, all around the pen, and filled in with rice-straw, or leaves, or anything else that will absorb the liquid voided, is a plan which I have found answer very well, and may do, for the want of a better. The ditch may be emptied once a month, and refilled with fresh straw.

† See Dr. Heriot's Report on Manuring Rice Land. Proceedings of Winyah and All-Saints' Agricultural Society, April 20th, 1848, p. 16.

Ravenel's Report on Manures. Proceedings of State Agricultural Society, p. 273. Patent Office Report on Manures, republished in *Cotton Planter*.

‡ In 1843, Mr. Ruffin, when treating of manures in the low country, (Agricultural Survey, p. 83,) said, "there is almost no straw, except on rice plantations, and where it is mostly thrown away."

up with a bed of earth, will be decomposed by planting time, and make a fine manure, improving the crop in both quantity and quality.

Rice-chaff,* spread three or four inches thick over the fallow-ground, and ploughed in, will produce a like effect in course of time. It is not as readily decomposed as the straw, and may disappoint early expectation.

Rice-flour† is a still better, more stimulating dressing, but not so lasting in its effects. It may be applied (thirty bushels to the acre) broadcast, and ploughed in before planting, or it may be scattered between the trenches after the long water, as above described.

Now as to the labor, by means of which these crops are raised, these important results, both commercial and national, are obtained, the produce of which pays for three-fourths of all imports into the country, ($260,000,000.) Our laborers are descendants of the African bondsmen given to our ancestors by the mother country, at the same time that indigo, and rice, and cotton were sent to them to cultivate. They are well fed and clothed, well sheltered, and cared for in sickness, and during the infirmities and helplessness of old age. They are for the most part healthy and cheerful, and, when well trained, are very efficient laborers.

The negroes have provided for them all the necessaries of life

The worthy surveyor was probably misled by observing the neglected barnyard of some absentee, or some island estate, not having attached thereto any highland worth planting. The proprietor, who should throw away his straw either then or now, would be deemed by his neighbors a loose and thriftless planter. It must be acknowledged, however, that since the publication of their Analysis by the Winyah and All-Saints' Agricultural Society, both the straw and chaff of rice have been preserved with more care, and used extensively in manuring both swamp and highland. Prior to the Analysis the *chaff* was mostly thrown away.

Dr. Edward T. Heriot, who originated the system of manuring swamp land with rice straw, has not only turned it to good account in establishing his brand in the market, but has derived from it large aid in provisioning his plantation with potatoes and peas. He has furnished his neighbors, not only with the example, but the rule also, by which they are enabled to profit equally with himself.

For Dr. Heriot's method and its results in 1843, see Supplement to Transactions of the State Agricultural Society. Memoir on Rice—Appendix C. Also Transactions of the State Agricultural Society, p. 57.

* For an Analysis of the Offals of Rice, see a Report on the subject by Professor Sheppard, to the Winyah and All-Saints' Agricultural Society, as published by that Society. It is republished in the Supplement to the Volume of Transactions of the State Agricultural Society.

† For the consistent experiment made with rice-chaff and flour, we are indebted to the late Joshua John Ward, whose observation, judgment, and energy, in managing his large estate, were equalled by his humanity, hospitality, and willingness to communicate. The eminence which he attained as a planter, the simplicity of his character, and the sterling qualities of heart which gained him many friends, procured for him in 1851, on the part of the Legislature, the spontaneous offering of the honorary position of Lieutenant-Governor of South Carolina, on which he retired from public life.

in sufficient abundance. And they enjoy the privilege of procuring many comforts and indulgences.

In every Christian neighborhood, the means are afforded of Missionary instruction in their duty to God and to man. On most well-regulated plantations, the young negroes are taught specially; and to all, the way of salvation is preached. In short, the educated master is the negro's best friend upon earth. But it is not enough in all cases that the preaching of the Gospel is provided for our negroes; they must be induced to seek an interest in it—they must be won to obedience to the Divine law—to love the truth. Obviously, the strongest inducement is, example on our own part; next, a just, consistent, systematic administration of domestic government. Nothing sooner attracts the confidence of the negro, and commands his respect, than the illustration, in a system of management, of justice, tempered by kindness. But enough; let us do our present duty, kind Providence will smile upon our efforts.

In proportion as we shall have performed well our mission, so may we, with trust and hope, bequeath our inheritance to posterity; and so may each of us, when prostrate under the hand of time, and hourly expecting the summons of the last messenger on earth, with humble confidence look up towards the bar of our common Judge.

## Art. VI.—GREAT CITIES OF THE WEST—CINCINNATI.

No. III.

[In our March number appeared a table showing the progress of population in American cities from the earliest period, followed by an article upon St. Louis. In the April number we gave a very detailed sketch of Buffalo, showing its commerce, resources and general wealth. It is now proposed to continue the series with Cincinnati, by adopting the statistics of the last report of the Chamber of Commerce, published in the *Prices Current*, by RICHARD SMITH, of that city.]

In our last report we took occasion to notice the movement that was being made with reference to the construction of a new canal around the Falls of the Ohio, at Portland. A very strong but unsuccessful effort was made to obtain an appropriation from Congress for this purpose. Our business men and capitalists, being fully aware of the advantages that would result to our city from having a canal of ample dimensions; and of the great injury that our commerce is sustaining, in consequence of the contracted dimensions of the present improvement; and almost despairing of securing favorable action on the part of the General Government, have taken steps to secure the construction of the work, as a private enterprise. Notwithstanding the numerous railroad outlets that have been created, our river commerce is

rapidly increasing; and it must continue to increase in a still greater ratio, as produce from portions of the interior, through which new lines of railroads have been constructed, connecting with our city, will be poured in upon us with increased abundance; and a corresponding increase will be experienced in the receipts of groceries and general merchandise that will be required to supply the rapidly extending area of country, of which our city, from her natural position and railroad conveyances, is the great centre. Railroads cannot compete with water, in the conveyance of freights; and to the river our merchants must therefore continue to look, as the great inlet and outlet for our commerce with the seaboard cities and foreign countries.

So great has been the increase in the railroad enterprises in which our city is directly interested, that we are compelled to devote a larger space than usual to this branch of our report. We will, however, notice the several roads as briefly as possible.

The business on the Little Miami Railroad has continued to increase, both as regards freight and passengers. The Company are now constructing a second track. The following is a comparative statement of the earnings of the road, for twelve months ending July 31st:—

| | *Passengers.* | | *Freight and Mails.* | |
|---|---|---|---|---|
| | 1851-'2. | 1852-'3. | 1851-'2. | 1852-'3. |
| August | $23,095 65 | $28,777 06 | $25,663 23 | $21,277 63 |
| September | 27,753 72 | 31,992 92 | 21,421 68 | 23,494 91 |
| October | 20,940 76 | 33,143 69 | 26,491 43 | 27,926 82 |
| November | 14,935 88 | 25,586 51 | 28,710 09 | 28,292 27 |
| December | 12,541 39 | 22,831 62 | 22,936 26 | 28,739 12 |
| January | 11,703 14 | 23,735 44 | 18,229 33 | 26,655 98 |
| February | 12,230 94 | 22,745 59 | 15,688 41 | 21,805 51 |
| March | 17,592 73 | 26,982 80 | 21,270 07 | 27,098 86 |
| April | 21,399 57 | 21,416 20 | 18,689 34 | 29,999 82 |
| May | 23,441 81 | 27,629 03 | 20,905 38 | 23,093 04 |
| June | 24,409 34 | 33,106 11 | 19,536 23 | 21,107 55 |
| July | 27,317 82 | 31,184 62 | 18,362 78 | 20,382 80 |
| Totals | $237,362 75 | $329,131 59 | $257,904 23 | $299,874 37 |

This Company is now working the Cincinnati and Hillsboro' Road, to Hillsboro', under a contract with the latter Company. The Cincinnati, Wilmington and Zanesville Road is also furnishing business to the Little Miami Road, the former being completed from Wilmington to Morrow, on the latter.

Business on the Cincinnati, Hamilton and Dayton Railroad has also largely increased during the year, and the present condition of the road, and its connections with other roads, completed and in progress, warrant us in predicting a further increase in the receipts, during the ensuing year. We will refer to the several roads that will, when completed, contribute a large amount of business to the C., H. & D. Road. The Richmond and New-Castle Road is expected to be finished to the latter place by the first of November. The Indiana Central Road,

from Richmond to Indianapolis, will be completed by the middle of October. With both of these companies business arrangements have been made. The latter, with the road from Hamilton to Richmond, will afford a railroad communication with Indianapolis and New-Castle, running through the most fertile portions of our neighboring State. The Springfield and Columbus Road will be open in a few weeks to London, a point on the Xenia and Columbus Railroad, which will afford an outlet to Columbus. The Ohio and Indiana Road will be open to the Mad River Road in October, affording an admirable connection with Pittsburgh. The Junction Road from Sandusky to Cleveland will be open for travel in a few weeks. This road will be completely ballasted when open for travel, and it is said will be one of the best roads in the country. The time from Cincinnati to Cleveland by this route (via Dayton and Sandusky) will be 8¼ to 8½ hours. The following statement shows the earnings of this road for the twelve months ending July 31st:—

| | *From Passengers.* | | *Freight and Express.* | | *Total.* | |
|---|---|---|---|---|---|---|
| | 1851-'2. | 1852-'3. | 1851-'2. | 1852-'3. | 1852-'3. | |
| August | — | $15,458 00 | — | $9,552 00 | $25,110 | 00 |
| September | $2,502 00 | 16,943 00 | $14 00 | 12,194 00 | 29,137 | 00 |
| October | 16,306 00 | 18,589 00 | 532 00 | 11,412 00 | 30,001 | 00 |
| November | 11,832 00 | 15,285 00 | 607 00 | 12,329 00 | 27,614 | 00 |
| December | 11,445 00 | 12,112 00 | 4,887 00 | 11,719 00 | 23,831 | 00 |
| January | 8,736 00 | 16,191 00 | 6,008 00 | 13,352 00 | 29,543 | 00 |
| February | 9,893 00 | 13,755 00 | 4,376 00 | 13,613 00 | 27,368 | 00 |
| March | 13,557 00 | 19,244 00 | 5,509 00 | 16,119 00 | 35,363 | 00 |
| April | 14,314 00 | 20,651 00 | 6,166 00 | 15,399 00 | 36,050 | 00 |
| May | 15,386 00 | 21,694 00 | 7,313 00 | 13,366 00 | 35,060 | 00 |
| June | 16,315 00 | 20,528 00 | 7,780 00 | 11,774 00 | 32,302 | 00 |
| July | 17,768 00 | 23,452 00 | 8,532 00 | 10,750 00 | 34,202 | 00 |
| Totals | $138,054 00 | $213,892 00 | $51,724 00 | $151,579 00 | $365,471 | 00 |

The Ohio and Mississippi Railroad from Cincinnati to Saint Louis is progressing with decided activity and vigor—87 miles from Cincinnati west to the Jeffersonville Railroad (securing a connection with Louisville) will be opened and ready for the cars in January next. About the same number of miles, extending from St. Louis east, will be in readiness at the same time; so that early in January, 1854, more than half the work connecting the two great inland cities of the United States will be completed. The work is also well advanced on the intermediate sections, and it is the determination of the two companies to complete the entire line by January, 1855. The iron for the whole line has been purchased, and is now being delivered at Cincinnati and St. Louis.

The financial affairs of the Company are in a flourishing condition. The sale of the first mortgage bonds in London, by Prof. Mitchell, was upon the most advantageous terms—placing the securities of this Company on a level with the most favored roads in this country.

The stock of the Company, for an unfinished road, is almost

without precedent in value. The last sale at the Exchange was at 93½, and 95 has been obtained privately. When the extraordinary change which this road will cause in the stream of travel to and from the Great West is taken into consideration, no surprise will be felt in the estimate which capitalists place upon this stock.

It now requires three to four days to pass from Cincinnati to St. Louis; when this road is completed, twelve hours only will be necessary to transport passengers over this route.

At our request, Mr. E. Gest, Civil Engineer, has kindly furnished the following statement of roads with which he is connected, either as Engineer or President—all diverging from this city:—

"1st. The Dayton and Cincinnati (Short Line), extending from Broadway and Court streets in Cincinnati, through Reading, Sharon, Chester, Middletown, Franklin, Miamisburgh, Carrollton and Alexandersville, to Dayton. Length 52½ miles; maximum grade 39 $\frac{6}{10}$ feet; minimum radius 1,010 feet. It is all under contract, excepting engines and depôt buildings, to Messrs. Ferrell & Dunham, who have been prosecuting the work on the tunnel for about six months, and at a few points along the other portions of the road for sixty days.

"All the shafts and the north approach of the tunnel are now completed, except the arching; the south approach is about one-half complete. The workmen are now engaged in excavating the heading from each end and the shafts, making at this time eight points of operation in the tunnel proper. As about five feet can be made per twenty-four hours (the tunnelling being driven night and day) at each point, with a *full working* force, they can advance at the rate of about seven hundred and twenty feet per month hereafter, allowing eighteen working days to be made, which can be readily, should the work be driven with the proper practicable force and energy. Consequently, it is not only practicable, but probable, that the tunnel and entire work will be completed in sixteen months. All doubt as to the character of the material through which the tunnel will pass, that may heretofore have existed, is now removed; and it is now certain that nothing but indurated marl, with a few layers of limestone, will be encountered; affording probably the least difficult material to tunnel through, that is to be found. The length of actual tunnelling is 8,000 feet; which, with arched approaches of 2,000 feet, will make the total length of arch, or tunnel when completed, 10,000 feet, or about 1 $\frac{9}{10}$ miles.

"The Company is amply prepared with means to complete the work, as they have over eight hundred thousand dollars of available subscriptions to its capital stock, and parties stand ready to take up the remaining two hundred thousand, if re-

quired. The whole cost of the work, with its necessary real estate, buildings and machinery, including a liberal allowance for discount and interest, will not vary far from $2,400,000.

"2d. The Cincinnati, Lebanon and Xenia, and the Xenia and Delaware roads, although operating under two charters, yet in fact is but one interest. The names of the several places in the title indicate its route. It is now under contract to Messrs. Van Horn, Williams & Buchannan, from this city to Xenia, a distance of fifty-two miles; a large amount of grading has been done between Lebanon and Mason. From the latter place to this city will be commenced this week, and from Lebanon north to Delaware in time to secure the completion of the entire road by winter of the coming year. When completed, the distance to Xenia will be about twelve miles less than by the Little Miami Road; or to Delaware about twenty-eight miles less than by the latter route in connection with the Columbus and Cleveland Road. The whole length will be about 112 miles, with favorable grades and curves. Its subscribed and pledged means are considered ample for its construction. It is the intention to extend it to Cleveland, and arrangements are partially completed for so doing. It is supposed to be tributary to the Dayton Short Line; should, however, arrangements not be made with that Company, it will enter the western part of the city, via the Valley of Mill Creek, and connect directly with the Ohio and Mississippi Road. The total cost, if it enters Cincinnati on an independent line, including depôts, building stock, real estate, discount and interest, &c., will not be far from $3,000,000.

"3d. Is the Cincinnati and Fort Wayne Railroad, which will pass through Hamilton, Rossville, Duntown, Oxford, Fair Haven, Richmond, Newport, Winchester, Camden and Bluffton, to Fort Wayne, Indiana—total length, 149 miles—maximum grade, $39\frac{6}{10}$ feet—minimum radius of curvature, 1,910 feet. It will be a superior road, of cheap and easy construction, with the exception of twenty miles, and can be worked rapidly and economically, by being unusually straight, with but a moderate amount of maximum grade. Although operating under three charters, yet it is one interest, and under one control. It was recently let to a heavy capitalist, to be completed within two years, for the sum of $4,500,000. The terms of the contract require it to be constructed and equipped in most ample manner, with the best of machinery, station-houses and other conveniences, &c., necessary to make it a complete and perfect railroad, equal in every respect to the best roads in the United States.

"About all the means required by this road, to meet the terms of the contract, have been procured; consequently, there is nothing to prevent its certain and early completion. This road was originally intended to reach Cincinnati over the section of the Dayton

Short Line, lying south of Sharon, but no arrangement with that Company has been made, and it is possible that it will be built into the city on an independent line, via the Valley of Mill Creek, should not an arrangement be made with the Cincinnati, Hamilton and Dayton Company to build alongside of their track south of Hamilton.

"From Fort Wayne south to Winchester, for 61 miles, the road is expected to be finished and in operation by the first of July of next year, and from thence to the city by the fall of the year following. The Company intend at the earliest day to extend the line northerly, to the Central Michigan Road, if not to the Mackinaw Straits—consequently, this road will be a fruitful tributary to the business of Cincinnati, as it will be a long line, passing through a country susceptible of the highest cultivation, and through its connections with the Central Indiana at Richmond, the Indiana and Bellefontaine at Winchester, the Wabash Valley, Ohio and Indiana, and Fort Wayne and Chicago Railroads at Fort Wayne, and the Northern Indiana and Central Michigan Railroads, receive an auxiliary traffic not surpassed by any road in the West; and through it and tributaries will be distributed a larger amount of the groceries and merchandise of Cincinnati, as well as be poured into Cincinnati a larger amount of produce, than over any other road radiating therefrom.

"4th. The Fort Wayne, Lacon and Platt River Valley Railroad, which extends from Fort Wayne, Indiana, on nearly a due west line through Lacon on the Illinois River, New-Boston on the Mississippi River, to Council Bluff at mouth of Platt on the Missouri River, for a distance of about 560 miles. About two and a half millions of dollars is subscribed, or pledged towards its construction, and it is expected to be put under contract this fall; and with its extension due east into Pennsylvania, with a branch to Buffalo, is destined at no distant day to take a position among railroads second to none in the country, and will prove a powerful auxiliary to the Cincinnati and Fort Wayne Road, and those having connections with it."

The Cincinnati and Marietta Railroad is progressing steadily. It is ready for the iron from Chilicothe to Greenfield, and from the latter point to Blanchester the work will be proceeded with without delay. From Chilicothe eastward the road will be ready for the track by the first of November. The increase of stock subscription during the year is $1,722,000, which added to former subscriptions make a total basis of $3,717,000.

The Baltimore and Ohio Railroad, which was opened to Wheeling in January last, affords a new route to the Eastern seaboard for freight and passengers. This road will be prepared to transport the coming winter, from the West, 500 to 600 tons of produce daily.

The running time for freight trains is thirty-one hours from Wheeling to Baltimore; and in connection with the Union Line of steamers on the Ohio River, property may be carried from Cincinnati to any of the Eastern markets in five to seven days. It is confidently expected that the Company will modify the present freight tariff. This would secure to the road a very large portion of the Western trade.

The Cincinnati Western Railroad runs from Cincinnati, in a northwestern direction, to the western line of the State, where it connects with the Cincinnati, Cambridge and Chicago Road, running from the State line via Cambridge to New-Castle, Ind. The distance from Cincinnati to New-Castle is 73 miles. The whole line is under contract to A. De Graff & Co., who agree to make the road ready for the cars by the first of October, 1854. A large force is now at work along the whole line, and thirteen miles of the track will be laid during the ensuing fall.

The Cincinnati and Indianapolis Short Line Railroad has been projected, and confident hopes are entertained that it will be shortly constructed.

The work on the Covington and Lexington Railroad is progressing rapidly. The cars are now running a distance of twenty miles from Covington. We hoped to be able to present full particulars relative to the condition of this company, both present and prospective, but having been disappointed by a gentleman connected with the road, who promised to furnish the information, we are compelled to pass it with this brief notice.

## IMPORTS AND EXPORTS.

In another place, tables will be found, exhibiting the value of imports and exports at this port during the year, so far as such value could be ascertained with any degree of accuracy. In some instances we had to rely entirely upon estimates; but, in most cases, the value is made up according to the actual average prices. The articles which come under the head of Merchandise, embracing hardware, dry goods, crockery, &c., in the import table, we valued at a price greatly below the standard by which the value of these articles is calculated by the collectors of lake ports; but we think our figures approximate nearer to the truth than theirs. A great many articles are received here of which no account is or can be taken; and our figures do not, of course, cover the entire imports. This is true to a greater extent still of the exports. The various manufactures, which are exported largely, are not embraced to any extent, and we have not attempted an estimate. We do not pretend to exhibit more than the value of the principal articles exported. Our aim in making up these tables has been, not to make a large show, but to present figures that may be relied upon, as far as

they go, as being near to the truth. And in this connection, it is proper to remark, that in other places, the common practice is, to include all goods that may be received, whether for reshipment or not, in the table of imports. This is not the case here. Goods received for reshipment,—unless consigned to a city merchant,—are not noticed farther than to enter them upon the books of the Exchange, as for reshipment. Thus, large quantities of merchandise and produce touch at our landing which are not considered as properly belonging to the commerce of the port. In other places, as already intimated, a different view is taken of the matter. The total value of imports and exports is as follows:—

| *Imports.* | | *Exports.* | |
|---|---|---|---|
| 1851-'2. | 1852-'3. | 1851-'2. | 1852-'3. |
| $41,256,199 00 | $51,230,644 00 | $33,234,869 00 | $36,266,108 00 |

With reference to the commerce of the port, we will offer but a few remarks, the details of the year's business being fully exhibited in the tables annexed. The number of steamboat arrivals during the year was 4,058, against 3,675 last year. The tonnage has increased in a greater proportion—the boats having been generally of a larger size than in former years. Two hundred and ninety-eight different steamboats arrived at the port during the year, with an aggregate tonnage of 76,647. This is an increase in number of twenty-five boats, and in tonnage about twenty-six thousand tons. The average tonnage is 257 tons, custom-house measurement, while last year's average was 230. The custom-house and actual tonnage arrived during the last two years is shown by the following figures:—

| | *Custom-House.* | *Actual.* |
|---|---|---|
| 1852-'53 | $1,042,900 00 | $1,390,541 00 |
| 1851-'52 | 845,250 00 | 1,127,000 00 |
| Increase | $197,650 00 | $263,541 00 |

The number of flatboat arrivals during the year was 5,880, of which 2,940 arrived at the landing between Walnut and Plum streets. These boats were ladened with wood, lumber, bark, iron, salt, coal, stone, and various descriptions of produce. With the exception of coal, salt, iron, and produce, no account is taken of receipts by these conveyances; and the articles thus omitted are only partly included in our table showing the value of imports.

We shall now proceed to notice, under respective heads, the course of the market for the articles which enter most extensively into our commerce.

### STEAMBOAT BUILDING.

This business has exhibited, during the year, a moderate but steady increase; and the tonnage constructed since our last an-

nual report is larger in amount than in any previous year in the history of our city. The contracted dimensions of the Portland Canal continue to operate against the interests of our steamboat builders—as boats required, and most profitable for the lower trade, could not be passed through the locks—and rather than risk the uncertainty of passing over the falls, many boats are constructed below, which would otherwise be built in this city. With reference to the action that has been taken, and the progress that has been made during the year with reference to a new canal, we have written fully elsewhere.

The following is a list of the Steamers and Barges constructed and registered during the year. The tonnage represents the custom-house measurement:—

| *Names of Boats.* | *Tonnage.* | *Names of Boats.* | *Tonnage.* |
|---|---|---|---|
| Alice | 130 | Grand Tower | 570 |
| Dresden | 548 | Flag | 236 |
| Norma | 378 | Lish Tuna | 654 |
| Mattie Wayne | 300 | Isaac D. Earley | 348 |
| Union | 209 | Franklin Pierce | 349 |
| Pike | 245 | Henry Chouteau | 623 |
| Memphis No. 2 | 319 | N. W. Thomas | 419 |
| Ben Lee | 122 | Jacob Strader | 906 |
| Brigadier Gen'l Stokes | 140 | J. L. Avery | 323 |
| Charleston | 345 | | |
| Umpire No. 3 | 112 | Total Steamboat tonnage | 9,334 |
| Wetumpka | 313 | Barge Jenny Lind | 270 |
| Mediator | 422 | " Sam. Hibberd | 227 |
| Tecumseh | 418 | " Empire | 195 |
| Sun | 157 | " Duchess | 226 |
| Telegraph No. 3 | 748 | | |
| | Total tonnage | | 10,252 |

COMPARATIVE AGGREGATES.

| | | | | | |
|---|---|---|---|---|---|
| 1852-'53—No. | 29 | tons | 10,252 | 1848-'49 No. | 23 tons 7,281 |
| 1851-'52 " | 33 | | 8,896 | 1847-'48 " | 29 10,233 |
| 1850-'51 " | 31 | | 8,206 | 1846-'47 " | 32 8,268 |
| 1849-'50 " | 16 | | 4,360 | 1845-'46 " | 25 7,657 |

The tonnage constructed in the year 1847–'48 was nearly as great as that built during the past year; but an unusual demand existed that season for steamboats, in consequence of the large foreign demand that was experienced for breadstuffs.

VALUE OF IMPORTS INTO THE PORT OF CINCINNATI DURING THE YEARS ENDING AUGUST 31ST, 1852 AND 1853.

| ARTICLES. | Quantity. | 1852-'53. Value. | 1851-'52. Value. |
|---|---|---|---|
| Apples, gr. bbls | 19,845 | $24,806 | $106,844 |
| Beef | 1,118 | 12,298 | 14,481 |
| Do., tcs | 295 | 4,572 | 14,855 |
| Bagging, pcs | 119 | 297 | 142 |
| Barley, bush | 226,844 | 90,737 | 40,447 |
| Beans | 28,439 | 72,706 | 21,219 |
| Butter, bbls | 16,484 | 494,502 | 265,075 |
| Do., firkins and kegs | 51,321 | 181,296 | 178,360 |
| Blooms, tons | 3,928 | 224,600 | 200,800 |
| Bran, etc., sks | 62,629 | 40,708 | 65,507 |
| Candles, bxs | 2,883 | 20,181 | 1,632 |
| Corn, bush | 733,334 | 303,800 | 196,136 |
| Cornmeal | 17,357 | 9,546 | 3,456 |
| Cider, bbls | 1,238 | 3,714 | 2,622 |
| Cheese, cks | 103 | 1,802 | 552 |
| Do. bxs | 212,337 | 672,400 | 604,141 |
| Cotton, bales | 16,550 | 711,650 | 638,800 |
| Coffee, sks | 109,138 | 1,746,208 | 1,027,444 |
| Codfish, drums | 1,140 | 35,340 | 10,775 |

VALUE OF IMPORTS—(*Continued.*)

| ARTICLES. | Quantity. | 1852-'53. Value. | 1851-'52. Value. |
|---|---|---|---|
| Cooperage, pcs | 194,665 | $116,799 | $81,070 |
| Eggs, bxs and bbls | 14,833 | 111,247 | 42,176 |
| Flour, bbls | 449,089 | 1,728,992 | 1,635,334 |
| Feathers, sks | 10,539 | 252,936 | 80,592 |
| Fish, sund., bbls | 22,218 | 244,398 | 190,722 |
| Do. kegs and kits | 3,935 | 11,805 | 3,150 |
| Fruits, dried, bush | 44,515 | 89,030 | 40,754 |
| Grease, bbls | 3,152 | 44,128 | 29,040 |
| Glass, bxs | 42,963 | 107,407 | 99,000 |
| Do. ware, pkgs | 34,646 | 135,907 | 18,265 |
| Hemp, bdls. and bales | 20,079 | 92,508 | 467,517 |
| Hides, loose, No | 48,808 | 141,544 | 27,269 |
| Hides, green, lbs | 35,178 | 1,758 | 2,470 |
| Hay, bales | 6,432 | 14,472 | 23,195 |
| Herrings, bxs | 11,486 | 5,743 | 2,574 |
| Hogs, No | 420,595 | 4,836,842 | 3,691,890 |
| Hops, bales | 2,581 | 154,860 | 95,460 |
| Iron and Steel, pcs | 294,001 | 470,401 | 291,160 |
| Do., bdls | 66,131 | 264,524 | 202,729 |
| Do., tons | 14,124 | 395,472 | 242,664 |
| Lead, pigs | 57,089 | 228,356 | 171,040 |
| Lard, bbls | 51,747 | 983,193 | 756,987 |
| Do. kegs | 26,157 | 130,785 | 157,302 |
| Leather, bdls | 19,689 | 196,890 | 168,456 |
| Lemons, bxs | 7,138 | 32,121 | 22,170 |
| Lime, bbls | 75,745 | 60,586 | 51,853 |
| Liquors, hhds. and pipes | 4,379 | 394,110 | 284,580 |
| Mdz. and sund., pkgs | 538,056 | 16,141,680 | 13,761,290 |
| Mdz., tons | 1,102 | 661,200 | 1,174,800 |
| Molasses, bbls | 115,112 | 1,359,254 | 1,117,584 |
| Malt, bush | 43,750 | 30,631 | 29,889 |
| Nails, kgs | 104,158 | 468,711 | 192,567 |
| Oil, bbls | 10,507 | 294,196 | 232,540 |
| Oranges, bxs. and bbls | 8,934 | 53,604 | 27,280 |
| Oakum, bales | 2,965 | 38,545 | 22,116 |
| Oats, bush | 283,251 | 113,300 | 49,467 |
| Oil Cake, lbs | 14,000 | 8,750 | 1,237 |
| Pork and Bacon, hhds | 15,251 | 915,060 | 465,214 |
| Do., tcs | 3,550 | 71,000 | 43,714 |
| Do., bbls | 39,517 | 606,585 | 337,515 |
| Do., in bulk, lbs | 26,868,341 | 1,880,803 | 991,973 |
| Potatoes, bbls | 15,525 | 19,406 | 25,923 |
| Pig Iron, tons | 30,179 | 1,207,697 | 543,570 |
| Pimento and Pepper, bags | 5,590 | 83,850 | 18,525 |
| Rye, bush | 53,670 | 32,202 | 29,158 |
| Rosin, Tar, etc., bbls | 19,983 | 79,932 | 49,644 |
| Raisins, bxs | 25,433 | 76,299 | 58 834 |
| Rope, Twine, &c., pkgs | 4,173 | 27,074 | 16,015 |
| Rice, tcs | 5,346 | 149,688 | 94,550 |
| Sugar, hhds | 49,229 | 2,313,763 | 2,274,992 |
| Do., bbls | 24,004 | 336,050 | 213,318 |
| Do., bxs | 2,115 | 63,450 | 67,770 |
| Seed, Flax, bbls | 51,752 | 155,256 | 144,222 |
| Do. Grass | 14,946 | 224,040 | 119,019 |
| Do. Hemp | 1,040 | 2,600 | 456 |
| Salt, sks | 71,626 | 93,125 | 118,705 |
| Do., bbls | 78,080 | 117,199 | 87,030 |
| Shot, kgs | 1,145 | 25,335 | 28,596 |
| Tea, pkgs | 22,379 | 459,475 | 320,250 |
| Tobacco, hhds | 7,581 | 681,804 | 527,100 |
| Do., bales | 2,478 | 17,346 | 9,984 |
| Do., boxes and kegs | 48,201 | 1,060,422 | 461,200 |
| Tallow, bbls | 3,463 | 79,649 | 88,959 |
| Wines, bbls. and ¼ casks | 9,563 | 364,394 | 156,870 |
| Do, bkts. and bxs | 9,441 | 113,292 | 83,220 |
| Wheat, bush | 343,649 | 257,733 | 226,422 |
| Wool, bales | 6,748 | 274,416 | 228,100 |
| Whisky, bbls | 280,317 | 1,130,409 | 1,773,122 |
| Yarns, Cotton, pkgs | 7,368 | 110,431 | 16,254 |
| Yarns, bales | 115,841 | 86,881 | 662,507 |
| Lumber, feet | 75,000,000 | 2,125 000 | 950,000 |
| Coal, bush | 6,000,000 | 540,000 | 400,000 |
| Shingles, M | 30,000,000 | 75,000 | 60,000 |
| Staves, Wood and Stone | — | 107,000 | 160,000 |
| Total Imports | | $51,230,644 | $41,256,199 |
| Value of Exports | | $36,206,108 | $33,228,891 |

DESTINATION OF THE PRINCIPAL ARTICLES EXPORTED FROM THE PORT OF CINCINNATI, FOR TWO YEARS, COMMENCING SEPTEMBER 1ST, AND ENDING AUGUST 31ST, EACH YEAR.

| COMMODITIES. | *To N. Orleans.* | | *To other down river ports.* | | *To up river ports.* | | *Via Canals and Railways.* | |
|---|---|---|---|---|---|---|---|---|
| | '51-'2. | '52-'3. | '51-'2. | '52-'3. | '51-'2. | '52-'3. | '51-'2. | '52-'3. |
| Apples, gr | 596.. | 2,484.. | 4,913.. | 2,998.. | 853.. | 440.. | 861.. | 598 |
| Alcohol | 2,395.. | 2,659.. | 14,527.. | 1,446.. | 1,665.. | 1,766.. | 2,093.. | 3,798 |
| Beef | 16,614.. | 23,865.. | 395.. | 913.. | 1,021.. | 675.. | 1,987.. | 1,529 |
| Do., tcs | 7,780.. | 15,535.. | —.. | 49.. | 941.. | 742.. | 264.. | 969 |
| Beans, bbls | 1,342.. | 3,676.. | 246.. | 138.. | 19.. | 68.. | 4.. | 43 |
| Brooms, doz | 2,016.. | 2,435.. | 4,872.. | 5,198.. | 581.. | 1,614.. | 464.. | 1,899 |
| Butter, bbls | 1,731.. | 2,822.. | 755.. | 840.. | 90.. | 93.. | 430.. | 78 |
| Do., firkins & kgs | 25,045.. | 35,890.. | 455.. | 3,851.. | 648.. | 51.. | 1,151.. | 2,524 |
| Bran, etc., sks | 223.. | 446.. | 6,442.. | 4,260.. | 3,760.. | 4,850.. | 12.. | 430 |
| Bagging, pcs | 10,214.. | 5,526.. | 2,690.. | 8,251.. | —.. | —.. | 14.. | 280 |
| Corn, sks | 7,398.. | 367.. | 2,364.. | 314.. | 38,331.. | 31,948.. | 3,138.. | 26,503 |
| Cornmeal, bbls | 584.. | 200.. | 111.. | 17.. | 62.. | 4.. | 171.. | 97 |
| Cheese, cks | 8.. | —.. | 13.. | 49.. | —.. | —.. | 50.. | — |
| Do., bxs | 60,119.. | 52,479.. | 79,178.. | 78,517.. | 4,746.. | 3,685.. | 6,646.. | 8,335 |
| Candles | 53,164.. | 66,123.. | 33,188.. | 33,667.. | 17,615.. | 32,436.. | 17,760.. | 17,573 |
| Cattle, head | 58.. | 29.. | 8.. | 45.. | 139.. | 51.. | 1,642.. | 2,506 |
| Cotton, bales | 25.. | 61.. | 35.. | 126.. | 6,912.. | 9,502.. | 1,838.. | 2,409 |
| Coffee, sks | 5.. | 26.. | 13,749.. | 20,232.. | 9,081.. | 9,592.. | 20,819.. | 37,272 |
| Cooperage, pcs | 26,091.. | 30,175.. | 16,575.. | 31,307.. | 5,783.. | 12,786.. | 15,824.. | 29,590 |
| Eggs, bbls | 6,728.. | 4,869.. | 457.. | 436.. | 40.. | 392.. | 1,935.. | 3,082 |
| Flour | 309,589.. | 202,877.. | 85,712.. | 48,734.. | 11,107.. | 19,103.. | 1,803.. | 42,127 |
| Feathers, sks | 49.. | 108.. | 126.. | 29.. | 4,072.. | 5,449.. | 3,629.. | 3,924 |
| Fruit, dried, bus | 225.. | 2,063.. | 2,532.. | 12,726.. | 499.. | 612.. | 3 157.. | 3,450 |
| Grease, bbls | 262.. | —.. | 5.. | 16.. | 942.. | 1,053.. | 3,523.. | 5,041 |
| Grass Seed | 20.. | 283.. | 5,853.. | 4,782.. | 948.. | 2,019.. | 766.. | 1,229 |
| Horses, head | 150.. | 417.. | 634.. | 952. | 134.. | 293.. | 36.. | 110 |
| Hay, bales | 76.. | 1,970.. | 210.. | 1,715.. | 202.. | 72.. | 6.. | 156 |
| Hemp | —.. | —.. | 602.. | 496.. | 678.. | 549.. | 2,336.. | 5,041 |
| Hides, lbs | —.. | —.. | —.. | —.. | —.. | —.. | 142,823.. | 28,449 |
| Hides, No | —.. | —.. | 1,307.. | 4,265.. | 17,588.. | 16,026.. | 12,880.. | 15,955 |
| Iron, pcs | 4,673.. | 6,626.. | 87,306.. | 95,477.. | 9,296.. | 8,322.. | 71,204.. | 111,524 |
| Do., bdls | 738.. | 2,507.. | 21,598.. | 26,616.. | 2,464.. | 2,071.. | 11,568.. | 24,227 |
| Do., tons | 62.. | 52.. | 2,079.. | 2,209.. | 1,642.. | 973.. | 7,546.. | 11,021 |
| Lard, bbls | 26,746.. | 18,874.. | 482.. | 110.. | 6,099.. | 10,635.. | 14 535.. | 13,033 |
| Do., kegs | 87,769.. | 65,938.. | 4,863.. | 1,899.. | 5,910.. | 17,769.. | 17,303.. | 13,044 |
| Lard Oil, bbls | 10,120.. | 13,270.. | 2,977.. | 2,975.. | 4,951.. | 5,905.. | 6,782.. | 9,440 |
| Linseed Oil | 3,181.. | 1,176.. | 2,089.. | 2,034.. | 1,391.. | 1,637.. | 2,716.. | 1,841 |
| Molasses | —.. | —.. | 4,294.. | 7,080.. | 25,154.. | 32,894.. | 19,418.. | 24,482 |
| Oil Cake, tons | 5.. | 1,401.. | 2.. | 16.. | —.. | —.. | 1,594.. | 2,342 |
| Oats, sks | 1,690.. | 6,376.. | 433.. | 54.. | 595.. | 85.. | —.. | 82 |
| Potatoes, etc., bbls | 8,408.. | 4,938.. | 9,552.. | 3,403.. | 801.. | 1,684.. | 5,083.. | 3,054 |
| Pork and Bacon, hhds | 22,577.. | 20,225.. | 2,351.. | 693.. | 14,917.. | 18,742.. | 4,088.. | 7,491 |
| Do., tcs | 12,423.. | 18,844.. | 760.. | 952.. | 12,373.. | 21,408.. | 8,843.. | 11,950 |
| Do., bbls | 117,007.. | 103,626.. | 2,968.. | 322.. | 5,173.. | 8,629.. | 6,412.. | 23,130 |
| Do., bxs | 1,630.. | 1,892.. | 2.. | 2.. | 560.. | 3,546.. | 160.. | 898 |
| Do. in bulk, lbs | 1,556,010.. | 137,601.. | 581,385.. | 135,762.. | 1,471,358.. | 898,821.. | 304,190.. | 972,803 |
| Rope, etc., pkgs | 2 237.. | 4,468.. | 5,332.. | 8,007.. | 629.. | 722.. | 1,127.. | 1,160 |
| Soap, bxs | 5,486.. | 6,521.. | 14,266.. | 15,838.. | 4,278.. | 5,799.. | 4,003.. | 8,878 |
| Sheep, head | —.. | 300.. | 30.. | 102.. | —.. | —.. | 15.. | 650 |
| Sugar, hhds | 6.. | —.. | 2,005.. | 3,180.. | 8,144.. | 8,100.. | 10,205.. | 20,335 |
| Salt, bbls | —.. | —.. | 6,445.. | 7,478.. | 507.. | 222.. | 20,070.. | 25,070 |
| Do. sks | 25.. | —.. | 9,220.. | 18,330.. | 4,257.. | 5,216.. | 2,810.. | 5,650 |
| Seed, flax, bbls | 34.. | 68.. | 3,084.. | 2,177.. | 327.. | 414.. | 75.. | 864 |
| Sundry mdz., pkg | 17,597.. | 11,129.. | 273,048.. | 324,627.. | 142,950.. | 133,770.. | 223,198.. | 587,949 |
| Do. mdz., tons | 2,232.. | 469.. | 1,188.. | 670.. | 163.. | 39.. | 7,658.. | 4,926 |
| Do. liquors, bbls | 4,820.. | 5,035.. | 27,981.. | 30,291.. | 5,398.. | 5,417.. | 11,149.. | 12,965 |
| Do. maf'res, pcs | 18,149.. | 30,418.. | 39,720.. | 112,506 . | 3,176.. | 9,185.. | 5,155.. | 9,530 |
| Do. prodc., pkgs | 1,145.. | 1,140.. | 25,470.. | 19,110.. | 7,931.. | 24,663.. | 7,786.. | 3,505 |
| Starch, bxs | 10,876.. | 13,052.. | 5,108.. | 7,534.. | 872.. | 1,604.. | 1,437.. | 4,257 |
| Tallow, bbls | 760.. | 383.. | 304.. | 563.. | 854.. | 1,475.. | 1,121 . | 2,336 |
| Tobacco, kgs & bxs | 1,333.. | 1,815.. | 5,765.. | 9,556.. | 5,016.. | 4,264.. | 12,647.. | 16,232 |
| Do. hhds | 2,399.. | 434.. | 329.. | 281.. | 467.. | 252.. | 7,626.. | 5,935 |
| Do. bales | —.. | —.. | 250.. | 312.. | 42.. | 385 | 337.. | 644 |
| Vinegar, bbls | 264.. | 449.. | 3,442.. | 4,107.. | 902.. | 1,208.. | 1,357.. | 2,490 |
| Whisky | 148,848.. | 129,111.. | 72.020.. | 56,801.. | 46,736.. | 56,654.. | 8,520.. | 15,050 |
| Wool, bales | —.. | —.. | 555.. | 583.. | 1,733.. | 7,238.. | 1,126.. | 1,611 |
| Wool, lbs | —.. | —.. | —.. | —.. | —.. | —.. | 2,972.. | 1,586 |
| White Lead, kgs | 1,490.. | 2,645.. | 32,900.. | 36,344 . | 5,100.. | 7,445.. | 26,024.. | 29,227 |
| Castings, pcs | 4,370.. | 3,962.. | 24,289.. | 51,454.. | 1,087.. | 2,291.. | 4.196.. | 9,859 |
| Do., tons | 478.. | 1,746.. | 27.. | 448.. | —.. | 52.. | 1,124.. | 853 |

COMPARATIVE MONTHLY STATEMENT OF STEAMBOAT DEPARTURES AT THIS PORT FOR TWO YEARS ENDING AUGUST 31ST, EACH YEAR.

DEPARTED FOR

| | New-Orleans. | | Pittsburgh. | | St. Louis. | | Other Ports. | | Total. | |
|---|---|---|---|---|---|---|---|---|---|---|
| MONTHS. | '51-'2. | '52-'3. | '51-'2. | '52-'3. | '51-'2. | '52-'3. | '51-'2. | '52-'3. | '51-'2. | '52-'3. |
| September | 7 | 15 | 14 | 35 | 17 | 27 | 202 | 245 | 240 | 322 |
| October | 3 | 3 | 24 | 25 | 18 | 28 | 203 | 209 | 248 | 230 |
| November | 20 | 27 | 37 | 69 | 27 | 26 | 240 | 229 | 336 | 347 |
| December | 16 | 45 | 32 | 58 | 8 | 19 | 145 | 235 | 201 | 354 |
| January | 23 | 47 | 19 | 49 | 3 | 16 | 191 | 233 | 236 | 245 |
| February | 39 | 37 | 52 | 53 | 19 | 14 | 224 | 236 | 334 | 340 |
| March | 37 | 23 | 68 | 68 | 36 | 33 | 260 | 260 | 401 | 384 |
| April | 28 | 21 | 66 | 58 | 33 | 34 | 216 | 289 | 343 | 390 |
| May | 25 | 16 | 75 | 59 | 24 | 20 | 240 | 313 | 364 | 408 |
| June | 14 | 8 | 50 | 31 | 19 | 19 | 245 | 277 | 328 | 335 |
| July | 14 | 4 | 29 | 15 | 16 | 24 | 239 | 255 | 298 | 298 |
| August | 4 | 4 | 32 | 47 | 21 | 28 | 225 | 261 | 282 | 340 |
| Total | 320 | 250 | 498 | 567 | 241 | 288 | 2,536 | 3,041 | 3,611 | 4,113 |

## Art. VII.—SUBMARINE TELEGRAPH ACROSS THE ATLANTIC.

### LETTER BY LIEUT. MAURY.

SIR—The United States brig Dolphin, Lieutenant Commanding O. H. Berryman, was employed last summer upon special service connected with the researches that are carried on at this office concerning the winds and currents of the sea.

Her observations were confined principally to that part of the ocean which the merchantmen, as they pass to and fro upon the business of trade between Europe and the United States, use as their great thoroughfare.

Lieutenant Berryman availed himself of this opportunity to carry along also a line of deep-sea soundings from the shores of Newfoundland to those of Ireland.

The result is highly interesting, in so far as the bottom of the sea is concerned, upon the question of a submarine telegraph across the Atlantic, and I therefore beg leave to make it the subject of a special report.

This line of deep-sea soundings seems to be decisive of the question as to the practicability of a submarine telegraph between the two continents, in so far as the bottom of the deep sea is concerned.

From Newfoundland to Ireland the distance between the nearest points is about 1,600 miles; and the bottom of the sea between the two places is a plateau, which seems to have been placed there especially for the purpose of holding the wires of a submarine telegraph, and of keeping them out of harm's way. It is neither too deep nor too shallow; yet it is so deep, that the wires, but once landed, will remain forever beyond the reach of

vessels' anchors, icebergs, and drifts of any kind; and so shallow that the wires may be readily lodged upon the bottom.

The depth of this plateau is quite regular, gradually increasing from the shores of Newfoundland to the depth of from 1,500 to 2,000 fathoms as you approach the other side.

The distance between Ireland and Cape St. Charles, or Cape St. Lewis, in Labrador, is somewhat less than the distance from any point of Ireland to the nearest point of Newfoundland.

But whether it would be better to lead the wires from Newfoundland or Labrador is not now the question; nor do I pretend to consider the question as to the possibility of finding a time calm enough, the sea smooth enough, a wire long enough, a ship big enough, to lay a coil of wire sixteen hundred miles in length; though I have no fear but that the enterprise and ingenuity of the age, whenever called on with these problems, will be ready with a satisfactory and practical solution of them.

I simply address myself at this time to the question in so far as the bottom of the sea is concerned, and as far as that the greatest practical difficulties will, I apprehend, be found after reaching soundings at either end of the line, and not in the deep sea.

I submit herewith a chart showing the depth of the Atlantic according to the deep-sea soundings, made from time to time on board of vessels of the navy, by authority of the department, and according to instructions issued by the Chief of the Bureau of Ordnance and Hydrography. This chart is Plate XIV. of the sixth edition of Maury's Sailing Directions.

By an examination of it, it will be perceived that we have acquired by these simple means a pretty good idea as to the depression below the sea-level of that portion of the solid crust of our planet which underlies the Atlantic Ocean and constitutes the basin that holds its waters.

A wire laid across from either of the above-named places on this side, will pass to the north of the Grand Banks, and rest on that beautiful plateau to which I have alluded, and where the waters of the sea appear to be as quiet and as completely at rest as it is at the bottom of a mill-pond.

It is proper that the reasons should be stated for the inference that there are no perceptible currents, and no abrading agents at work at the bottom of the sea upon this telegraphic plateau.

I derive this inference from a study of a physical fact which I little deemed, when I sought it, had any such bearings.

It is unnecessary to speak on this occasion of the germs which physical facts, even apparently the most trifling, are often found to contain.

Lieut. Berryman brought up with Brooks' deep-sea sounding apparatus specimens of the bottom from this plateau.

I sent them to Prof. Bailey, of West Point, for examination under his microscope. This he kindly gave, and that eminent microscopist was quite as much surprised to find, as I was to learn, that all these specimens of deep-sea soundings are filled with microscopic shells; to use his own words, "not a particle of sand or gravel exists in them."

These little shells, therefore, suggest the fact that there are no currents at the bottom of the sea whence they came—that Brooks' lead found them where they were deposited in their burial-place after having lived and died on the surface, and by gradually sinking were lodged on the bottom.

Had there been currents at the bottom, these would have swept and abraded, and mingled up with these microscopic remains the debris of the bottom of the sea, such as oaze, sand, gravel, and other matter; but not a particle of sand or gravel was found among them. Hence the inference that these depths of the sea are not disturbed either by waves or currents.

Consequently, a telegraphic wire once laid there, there it would remain, as completely beyond the reach of accident as it would be if buried in air-tight cases. Therefore, so far as the bottom of the deep sea between Newfoundland, or the North Cape, at the mouth of the St. Lawrence, and Ireland, is concerned, the practicability of a submarine telegraph across the Atlantic is proved.

The present state of Europe invests the subject of a line of telegraphic wires across the Atlantic with a high degree of interest to the government and people of the United States. A general European war seems now almost inevitable; the attitude which this government will assume with regard to all the belligerent powers that may be involved in that war is that of strict, impartial neutrality.

The better to enable this government to maintain that position, and the people of the United States to avail themselves of all the advantages of such a position, a line of daily telegraphic communication with Europe would be of incalculable service.

In this view of the subject, and for the purpose of hastening the completion of such a line, I take the liberty of suggesting for your consideration the propriety of an offer from the proper source, of a prize to the company through whose telegraphic wire the first message shall be passed across the Atlantic.

I have the honor to be, respectfully, &c.,

M. F. MAURY, Lieut. U. S. Navy.

## Art. VIII.—SYSTEM OF COTTON MANUFACTURES IN THE U. S.

THE following Report was prepared by the Commissioners who were sent by Great Britain to the opening of the Crystal Palace in New-York. It is very minute and instructive. We append it to the statistics of this branch of manufacture as published in an early Report from the Census Office:—

COTTON MANUFACTURES OF THE U. S.

| STATES. | No. of establishments in operation. | Capital invested. | Bales of Cotton. | Value of all raw material. | Number of hands employed. | | Average wages per month. | | Value of entire products. |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | Males. | Females | Males. | Females. | |
| Maine | 12 | $3,329,700 | 31,531 | $1,573,110 | 780 | 2,959 | $29 35 | $12 15 | $2,596,356 |
| N. Hampshire | 44 | 10,950,500 | 83,026 | 4,839,429 | 2,911 | 9,211 | 26 00 | 13 47 | 8,830,619 |
| Vermont | 9 | 202,500 | 2,243 | 114,415 | 94 | 147 | 15 53 | 12 65 | 196,100 |
| Massachus'ts. | 213 | 28,455,630 | 223,607 | 11,289,309 | 9,293 | 19,437 | 22 90 | 13 60 | 19,712,461 |
| Rhode Island. | 158 | 6,675,000 | 50,718 | 3,484,579 | 4,959 | 5,916 | 18 60 | 12 95 | 6,447,120 |
| Connecticut | 128 | 4,219,100 | 39,483 | 2,500,062 | 2,708 | 3,478 | 19 08 | 11 80 | 4,257,522 |
| New-York | 86 | 4,176,920 | 37,778 | 1,985.973 | 2,632 | 3,688 | 18 32 | 9 68 | 3,591,989 |
| New-Jersey | 21 | 1,483,500 | 14.437 | 666 645 | 616 | 1,096 | 17 98 | 9 56 | 1,109,524 |
| Pennsylvania. | 208 | 4,528,925 | 44,162 | 3,152,530 | 3,564 | 4,099 | 17 85 | 9 91 | 5,322,262 |
| Delaware | 12 | 460,100 | 4,730 | 312,068 | 413 | 425 | 15 31 | 11 58 | 538,439 |
| Maryland | 24 | 2,236,000 | 23,325 | 1,165,579 | 1,008 | 2,014 | 15 42 | 9 48 | 2,120,504 |
| Virginia | 27 | 1,908,900 | 17,785 | 828,375 | 1,275 | 1,688 | 10 18 | 6 98 | 1,486,384 |
| N. Carolina | 28 | 1,058,800 | 13,617 | 531,903 | 442 | 1,177 | 11 65 | 6 13 | 831,342 |
| S. Carolina | 18 | 857,200 | 9,929 | 295,971 | 399 | 620 | 13 94 | 8 30 | 748,338 |
| Georgia | 35 | 1,736,156 | 20,230 | 900,419 | 873 | 1,399 | 14 57 | 7 39 | 2,135,044 |
| Florida | — | 80,000 | 600 | 30,000 | 28 | 67 | 32 14 | 5 00 | 49,920 |
| Alabama | 12 | 651,900 | 5,208 | 237,081 | 346 | 369 | 11 71 | 7 98 | 382,260 |
| Mississippi | 2 | 38,000 | 430 | 21,500 | 19 | 17 | 14 21 | 5 94 | 30,500 |
| Louisiana | — | — | — | — | — | — | — — | — — | — |
| Texas | — | — | — | — | — | — | — — | — — | — |
| Arkansas | 3 | 16,500 | 170 | 8,975 | 13 | 18 | 14 61 | 5 88 | 16,637 |
| Tennessee | 33 | 669,600 | 6,411 | 297,500 | 310 | 581 | 10 94 | 6 42 | 510,624 |
| Kentucky | 8 | 239,000 | 3,760 | 180,907 | 181 | 221 | 14 95 | 9 36 | 273,439 |
| Ohio | 8 | 297,000 | 4,270 | 237,060 | 132 | 269 | 16 59 | 9 42 | 394,700 |
| Michigan | — | — | — | — | — | — | — — | — — | — |
| Indiana | 2 | 43,000 | 675 | 28,220 | 38 | 57 | 13 02 | 6 77 | 44,200 |
| Illinois | — | — | — | — | — | — | — — | — — | — |
| Missouri | 2 | 102,000 | 2,160 | 86,446 | 75 | 80 | 10 03 | 10 00 | 142,900 |
| Iowa | — | — | — | — | — | — | — — | — — | — |
| Wisconsin | — | — | — | — | — | — | — — | — — | — |
| California | — | — | — | — | — | — | — — | — — | — |
| Dis. Columbia | 1 | 65,000 | 980 | 67,000 | 41 | 103 | 14 02 | 8 00 | 100,000 |
| Total | 1,094 | $74,501,031 | 641,240 | $34,835,056 | 33,150 | 59,136 | — — | — — | $61.869,184 |

The New-England establishments are conducted upon a similar principle to the largest cotton factories of Great Britain, and spinning and manufacturing are carried on as one concern. This, however, is not the characteristic of the mills in the above States, as they are, in many instances, employed in spinning only, and in Pennsylvania, Georgia, and Tennessee, yarns are produced chiefly for the purposes of domestic manufacture by hand, which still obtains in many parts of the older States of the Union. Thus, while in Pennsylvania the capital invested amounts but to about one-

seventh of that of Massachusetts, the quantity of cotton consumed is one-fifth, the value of the raw material not quite one-fourth, the number of operatives (male and female) one-fourth, the value rather more than one-fourth, the number of pounds of yarn spun and sold as yarn is above thirty times greater in Pennsylvania than in Massachusetts. This, to a certain extent, gives a key to the difference in the modes of manufacture in the two States, and illustrates the distinction already alluded to. There can be no doubt, however, that domestic weaving is gradually giving way, and those manufacturers, especially in Pennsylvania, who formerly did a prosperous business as spinners only, now find that the Eastern States supply the piece goods at a rate so little above the cost of the yarn, that it is not worth the while of the farmer to continue this primitive custom of weaving his own cloth. Thus, the domestic loom is fast following the spinning wheel of the early settlers, and those manufacturers who until recently have spun yarn only are gradully introducing the power-loom as the only means of sustaining their position in the market. This was illustrated by a visit to the Eagle Cotton Mill, Pittsburg, Pennsylvania. Formerly the proprietors spun yarn alone, and did a successful trade; but, by a return with which they favored us, I find, that in six establishments under their direction, they had introduced already 540 looms to the 26,000 spindles, and were manufacturing sheetings at the rate of 6,000,000 yards per annum, together with twilled cotton bags, batting, and yarns, from 5's to 18's; and this, in order to make the latter pay by consuming the surplus yarns themselves. In the Penn. Cotton Mill, Pittsburg, the more modern system had become the rule of the establishment, and with 7,000 spindles and 207 looms, 2,730,000 yards of shirtings were produced annually, besides 240,000 lb. weight of colored yarns for carpet warps and cotton rope.

At two establishments at Richmond, Virginia, the consumption of the yarn, in the manufacture of piece goods, was also the rule; and this being the extent of our journey southward, it became a matter of interest to inquire as to the progress of the cotton manufacture in the cotton-growing States. Georgia, Tennessee and North Carolina were quoted as those in which the greatest progress had been made; while Virginia, South Carolina and Alabama were the next. In Tennessee spinning would appear to be the rule, and manufacturing the exception. In Georgia and North Carolina equal attention is paid to both; while in Virginia, South Carolina and Alabama the manufacture of piece goods is decidedly more extensively carried on than spinning only. Slave labor is said to be largely used, with free whites as overseers and instructors.

In the two establishments above named free white labor alone is employed. The males are heads of departments, machinists, dressers, &c., and the females are spinners and weavers. The latter are chiefly adults, though children from twelve to fifteen are employed. The average hours of work here are twelve, but vary a little with the season; very full time being the rule. At least such is the statement of the manager of the James River Company's Mill. This establishment, as also the Manchester Cotton Company's Mill, is at Manchester, Chesterfield County, Virginia, and situated opposite to Richmond, on the James River, from the falls on which the water power used for driving the machinery is derived. The James River Mill produces a large weight of work for the extent of its machinery. The goods manufactured are coarse cottons, and average about 2½ yards to the pound; shirtings, 28 inches wide (osnaburgs), summer pantaloons for slaves, and bagging for export to the Brazils for sugar bags, running about three yards to the pound. Bagging of a lighter character, for grain, and 36 inch osnaburgs, two yards to the pound, are also produced. The Manchester Company manufacture sheetings, shirtings, and yarns, and employ about 325 operatives, the children being of the same average age as at the James

River Mill. The manager, Mr. Whitehead, is an Englishman, as is also the chief mechanic. The former has just perfected a patent "speeder," of which the latter expressed a very high opinion. Its advantages are a greater speed, a more even roving, and a bobbing of any desirable size, which never becomes spongy in the winding.

The small development of the cotton manufacture in the States of Indiana, Mississippi, and Arkansas, or even those of Ohio and Kentucky, required no special inquiry. In Maryland, however, there were twenty-four establishments in 1850, chiefly engaged in manufacturing piece goods, such as drillings, sheetings, ducks, osnaburgs, and bagging. The yarns produced for domestic purposes bear but a small proportion to those manufactured into cloth, and these are chiefly sold within the State for the home weaving of mixed fabrics of wool and cotton, forming coarse lindseys. The wool is mostly spun by hand in the farm-houses, and the fabrics, when made, are entirely for domestic use. In Maryland, too, bleaching is carried on to a considerable extent.

Having thus endeavored to illustrate the position of the cotton manufacture in the form in which it has developed itself in the South, and so far as circumstances would permit of an inquiry, in the Middle States, bordering on the West, the manufacturing system, as manifested in the cotton trade of New-England, demands consideration. If the illustrations given show the early progress and position of this manufacture in the United States, so far as daily recurring improvements and ever increasing wants have permitted it to remain in its original form, the manufacturing towns of Lowell, Manchester, and Lawrence strikingly demonstrate the results of the energy and enterprise of the manufacturers of New-England.

At Lowell, Massachusetts, the cotton manufacture has been developed in a form which has been a theme for many writers on the economy and social bearings of the factory system; and the plans so successfully put into operation here, and carried on since 1822, have led to the erection of large establishments, with their attendant boarding houses, at Manchester, New-Hampshire, and, more recently, at Lawrence, Massachusetts; whilst a commencement has been made at Holyoke, in the same State, by the Hadley Falls Co., which promises a result of a more extraordinary character than anything yet achieved in the United States. Each of these localities present features peculiar to themselves, and, besides the manufacture of cotton goods, other branches of production in textile fabrics are carried on.

The falls of the Pawtucket on the Merrimack River and the Pawtucket Canal, which had previously been used only for the purposes of navigation, and connecting the river above and below the falls by means of locks, presented to the original projectors of Lowell a site for the solution of an important problem, not only in American industry, but, to a great extent, in that of Europe itself. This was the combination of great natural advantages with a large and well-directed capital, resulting in extensive and systematic operations for the realization of a legitimate profit, while the social position of the operative classes was sedulously cared for, and their moral and intellectual elevation promoted and secured. The example has not been lost, even in Europe, and the possibilities of the manufacturing system of a country being carried on without deterioration, but, on the contrary, to the consolidation and promotion of the best interests of the laboring classes, having been so unmistakably proved, many improvements in the larger manufactories of England, not only of those engaged in the manufacture of cotton, but in other branches of industry, have resulted from the enlightened and profitable system commenced barely 30 years ago by the founders of Lowell, which is now a city containing nearly 35,000 inhabitants.

In that place there are eight manufacturing corporations exclusively employed in the manufacture of cotton goods, two of which print and dye their own fabrics, and one company (Lowell Manufacturing Company) which manufactures cotton osnaburgs in addition to its staple production of carpets. There are 35 mills, besides the printworks above named, belonging to these companies. These produce 2,139,000 yards of piece goods per week, consisting chiefly of sheetings, shirtings, drillings, and printing cloths, varying in quality from No. 13 to No. 40. The greater portion, however, are No. 14's and No. 13's. The consumption of cotton is 745,000 lb. per week, spun and manufactured upon 320,732 spindles and 9,954 looms. The average per spindle is 1¼ yard per day, the medium produce of a loom being, in 14's, 45 yards, and 30's, 33 yards per day. The number of operatives employed in the cotton manufacture by the eight corporations exclusively engaged therein is 6,920 females and 2,338 males. This, however, does not include those employed by the Lowell Manufacturing Company in their cotton mills, as the returns only show the gross number of hands engaged in the cotton, carpet, and other departments of that establishment. The average wages of females, clear of board, is $2, or about 9s. 6d. sterling, per week, whilst the wages of males show an average of $4.80, or about £1 2s. sterling per week. The average hours of labor per day, exclusive of meals, is 12, the mills commencing at 5 A.M. and closing at 7 P.M.

Of the quality of the goods produced, it will be sufficient to say, that they are generally excellent of their class; and quite equal, sometimes superior, to similar manufactured in Britain. Those of Lowell may be taken as fair examples of other cotton mills in the United States, possessing the same advantages as regards power, improved machinery, and intelligent operatives. In spinning, it will be seen that the numbers are low, the finer quality of cotton goods not being produced. The No. 40's "printers" manufactured by the Merrimack Company being the highest class. These, when printed, are of a firm and excellent fabric. The Lowell Manufacturing Company produce a very cheap and well-looking fabric for cotton trowserings at 17½c., or about 9½d. sterling per yard. These are made up of dyed yarns in checks and stripes, and are woven on Gingham looms.

## Art. IX.—THE GREAT SOUTHERN CONVENTION IN CHARLESTON.

We regret that our limited space will exclude, from the present number of the Review, the full proceedings of the Convention lately held in Charleston, representing nearly all of the Southern and Western States. The session lasted for six days, and was marked by the utmost harmony. Business of the greatest importance was discussed and transacted, and there can be no doubt that the influence of the Convention will be long and beneficially felt.

The following is the list of delegates attending the Convention. It is well to preserve the names of public-spirited citizens who are willing, at personal expense and inconvenience, to lend their aid to these movements:—

*Maryland.*—Rev. Dr. G. W. Burnap, Wm. Crichton, Joshua Jones, Thos. T. Hutchins, J. Pike, J. M. Kellogg, C. C. Baldwin, Charles C. Fulton, Gen. Tench Tilghman, Thos. R. Appold, Marcus Dennison, C. F. Montague, William P. Smith, Marcus Dennison, Charles P. Montague, William H. Welsh, George Bartlett, Dr. Wm. H. Clendinen, Alonzo Lilly, Thomas Whitridge, John F. Dent, Wm. N. Harrison.

*Virginia.*—Thomas M. Crowder, Thos. J. Cermick, Jas. McDowell, C. Hall, C. A. Grice, Hott Wilson, Saml. Marsh, Jos. R. Sprattery, A. M. Cunningham, Wm. Ward, Thos. Wallace, G. W. Bolling, A. F. Crutchfield, Thos. Branch, W. A. Bragg, Saml. Stevens, A. M. Keily, Jno. T. Robertson, Robert Leslie, Hugh Nelson, H. B. Reardon, John Dorman, R. M. Balls, Chas. Ramsay, J. J. Moore, Wm. B. Ferguson, George Bramble, Hunter Woodise, O. G. Clay, S. D. Whittle, P. W. Hinton, Jno. E. Lemoine, Denter Otey, Wm. F. Gordon, Wm. L. Sanders, F. M. Dunnington, Lieut. Gov. S. F. Leake, Jas. Winslow, H. W. Fry, John L. Tate, W. S. Beers, Geo. Whitefield, Geo. W. Grice, W. H. H. Hodges, Wm. Collins, J. C. White, M. Myers, W. H. Tappey, C. W. Murdough, A. Alex. Little, R. O. Britton, R. H. Mellwaine, J. H. Cooper, D. G. Potts, John Rowlette, James Mellwaine, George W. Peete, Thomas Brooks, John B. Davis, Charles Morgan, Saml. F. Adden, Ed. Ruffin, Thos. B. Rowland, W. J. Doyle, Wm. Gouldin, Rich. C. Morris, C. B. White, Jno. G. H. Hatton, Jno. G. Hatton, Wm. D. Roberts, Jr., Wm. H. Marginhul, Geo. W. Perkins, G. W. Latham, Chas. A. Rose, J. R. Anderson, J. K. Branch, Thos. J. Kirkpatrick, J. Mellwaine. J. B. Barry, J. H. Boram, W. L. Peters, John H. Cook, Jas. Lyons, P. H. Aylett, J. B. Branham, Jas. Y. Leigh, John L. Cochran, J. Preston White, C. T. Friend, R. A. Talley, Jno. F. Tanner, Henry C. Cabell, Henry Exall, Geo. W. Chulter, P. Claiborne Gooche, Wm. P. Stewart, W. T. Harrison, J. R. Small, John S. Lovett, A. L. Hill, Wm. Ward, Samuel R. Boram, Col. M. Cook, W. H. Macfariand, S. T. Peters, Robert C. Stanard, E. C. Robinson, M. Cooke.

*Georgia.*—Robert A. White, J. R. Fulmon, E. L. R. Anthony, A. J. Brady, Holmes Steele, J. W. Duncan, T. T. Windsor, W. S. Cothran, J. W. M. Berrien, D. S. Printup, W. J. Lawton, Geo. M. Lawton, E. A. Nesbit, Rich. F. Davis, Danl. Slade, J. Norcross, J. R. Travis, Geo. W. Young, Jno. S. Rowland, Benj. Brantley, B. F. Brantley, Jr., Wm. Gibson, Wm. S. Heronton, Dr. J. S. Whitten, J. H. Furman, A. P. Allgood, Saml. McWhorter, L. H. Briscoe, W. D. Newell, C. S. Black, Abda Johnson, G. L. Upshaw, J. A. Erwin, W. R. Erwin, Jas. M. Veach, Isaac M. Kennedy, Geo. R. Edwards, Samuel T. Beacher, P. M. Covington, A. J. Butts, J. S. Thomas, L. D. Brockner, C. G. Campbell, M. Huson, R. A. McConnelly, E. H. Pottle, E. L. Strohecker, D. G. Wild, Thomas D. Wright, Saml. G. Horsey, Thos. A. Burke, Nelson Tift, J. L. Dunham, M. S. Cohen, J. S. Linton, Wm. M. Morton, W. L. Mitchell, P. W. Alexander, J. H. Sheppard, Wm. C. Dawson, John M. Tucker, John G. Thomas, J. Hamilton, Hiram Roberts, R. D. Walker, John C. Ruse, S. W. Lee, Thos. G. Vimmes, J. J. Collier, A. H. Stokes, W. T. Shannon, Jos. L. Brown, F. C. Fuller, J. R. Parrott, Wm. Perry, Stephen Thomas, J. J. Thomas, J. L. Morton, J. C. Neville, Mark Johnston, R. M. Johnston, G. O. Dawson, O. B. Daniel, J. H. Nesbit, L. N. Whittle, J. Quin, R. J. Moses, T. R. Ripley, J. J. Neely, Dr. H. F. Hill, J. J. Kelly, R. Bradley, S. B. Robson, Wm. Sisson, Jno. Dunwoody, R. J. Dawton, J. Sibley, J. L. Calhoun, R. P. Zummerman, Young L. Harris, Thos. B. Carleton, D. H. Sanders, Asbury Hull, A. B. Dulin, B. A. W. Puckett, Ely Price, M. B. Hilton, G. T. Dortie, A. A. Cleveland, M. D. Huson, D. T. Wilson, A. B. Sharp.

*Florida.*—Benj. F. Whitner, J. B. Brown, W. D. Mosely, S. Glinskey, C. A. Price, B. E. Cann, B. A. Putnam, J. W. Bryant.

*Alabama.*—Jno. T. Tanner, E. R. Wallace, A. Honk, Geo. W. Neal, Geo. P. Keyes, D. Coleman, H. L. Clay, N. J. Scott, Jno. W. Jones, J. B. Bradford, Chas. H. Patton, C. C. Clay, J. Withers Clay, N. Lockett, W. D. Hollowell, J. G. L. Huey, G. W. Scruggs, S. M. Chapman, W. S. Burr, N. R. King, J. J. Fackler, J. F. Steele, R. S. Chapman, Wm. Knox, J. P. Dotch.

*Mississippi.*—J. W. Clapp, Andrew Mathews, T. A. Iredell, C. K. Marshall, N. D. Coleman, R. H. Crump, T. A. Marshall.

*Kentucky.*—Leslie Coombs, A. L. Shotwell, T. S. Kennedy, W. H. Standerford, B. D. P. Standerford, John Funk, E. Hutchins, Frank Roulhac.

*Tennessee.*—James Ross, A. A. Kyle, J. W. Rogans, J. M. Gibbon, C. S. King, Jno. W. Brown, M. W. Nelson, H. M. Fulsome, D. K. Young, Samuel P. Allison, M. Hillsman, R. N. Gillespie, A. P. Caldwell, Wm. C. Peck, L. S. Barnett, E. McGuire, Henry Rice, D. W. Ballon, J. Forrest, A. Hutsell, John H. Baptist, R. C. Russ, W. H. Ballan, B. H. Brown, H. B. Yearwood, Jno. R. Eakin, J. T. Armstrong, W. S. Huggins, J. H. Brinkley, William D. Ferguson, S. J. D. Armond, G. W. Parks, R. D. Duncan, J. R. Armstrong, John A. Campbell, W. B. Harding, Daniel Manley, A. G. Henderson, William P. Reeves, William Houston, J. W. M. Overton, T. G. Jones, D. P. Braden, William E. West, J. H. Reagan, S. D. Mitchell, Mitchell Rose, J. P. Gaylon, R. P. Mitchell, D. M. Leatherman, John M. Coffin, James A. Coffin, H. K. Walker, H. L. Claiborne, J. W. F. Manning, W. C. Kyle, John Leiper, L. W. Reeves, A. W. Nelson, H. M. Clements, J. W. Newman, Raife S. Saunders, John S. Moffett, J. H. Donelson, John Stanfield, T. J. Campbell, A. Cheatham, J. H. McMahan, S. P. Bankhead, John Frizzle, Alex. Bell, R. K. Hicks, W. P. Matthews, D. D. Holman, John W. Gorham, W. H. Snead, James C. Sutteral, John A. M. Campbell, James K. Simpson, Wm. P. S. Magors, Samuel W. Morgan, W. D. Neal, D. Lewis, Jno. S. Burch, Jno. Davidson, A. R. Heron, H. L. Douglass, Thomas W. Wisdom, M. E. Wilcox, D. Campbell, Mat. Allison, J. E. R. Ray, R. S. Dill, H. Robertson, S. Pride, W. F. Bradford, Wm. G. McAdoo, S. Pipkin, C. H. Coffin, Hugh Francis, B. Templeton, J. D. Goodpasture, J. Knox Walker, John Shelby, J. A. D. Taylor, A. E. Jackson, D. W. Carter, W. L. B. Laurence, T. M. Patterson, Charles Metcalf, C. W. Metcalf, A. M. Hopkins, John P. Campbell, James C. Jones, F. M. Grayson, B. R. Strong, M. W. Williams, E. H. Porter, Eugene Underwood, John A. Gardner, B. B. Trousdale, Jno. R. Wilson, R. L. Weakley, E. S. Hawkins, G. B. Black, J. R. McCallahan, J. W. McHenry, W. J. Crandale, E. Strode, F. M. Parham, Wm. Lenoir, D. P. Henley, Jos. Jackson, G. J. Jackson, John Jarnigan, W. W. Walker, C. G. Crozier, Lewis Rector, J. H. Thompson, A. L. Stamps, Alex. R. Wiggs, J. Howard, Thomas G. Wood, J. Q. Westherford, F. B. Brevard, John H. Wood, S. M. Patton, A. W. Hickman, Carlos Dimick, Jas. D. Maney, D. G. Rumsey, Jno. W. Burton, Charles E. Ready, Wm. H. Polk, E. A. Raworth, Anson Nelson, P. W. Maxey, Nathan'l Baxter, G. P. Smith, J. H. Smith, Wm. Estill, Hugh Douglass, E. E. Griffith, W. L. Eakin, Geo. Brown, J. B. Lamb, T. S. Ayres, Jno. W. Baker, D. B. Turner, Samuel P. Walker, R. M. Boyers, Samuel Tate, E. J. Wood, J. C. Carlock, P. T. Burts, J. W. McHenry, W. H. Bates, W. G. Brownlow, P. Gosling, W. B. Dashiell, W. H. Lucas, Charles J. Hester, J. T. Shanks, James L.

Patton, G. W. Smith, F. A. Parham, *Chattanooga Gazette:* W. Irving Crandall, *Chattanooga Advertiser:* E. Strode, Mr. —— Bates, Jno. C. Burch.

*Louisiana.*—John B. Leefe, D. J. Hooks, J. W. P. McGimsey, S. W. Oakley, J. Alex. Baggatt.

*North Carolina.*—J. H. Gibbon, John Winslow, H. B. Williams, L. S. Williams, T. H. Brem, W. W. Ellery, J. A. Young, L. Gibbon, T. Loring, J. T. Miller, A. H. Van Brokkelen, E. D. Hale, W. L. Long, T. B. Burton, R. Barringer, F. S. Wittington, A. J. De Rossett, Jr., P. K. Dickinson, W. W. Lane, G. Potter, C. P. Mendenhall, James T. Miller, J. F. Hale, D. G. MacRae, Thomas J. Holton, John Eccles, James A. Patton, H. Nutt, M. Cronly, W. C. B. ———, L. J. Dortch, John J. Long, Wm. A. Daniel, N. M. Long, James Simmons, J. H. Davis, E. J. Fox.

*Missouri.*—James M. Clendenen, W. G. Blackwood.

*Arkansas.*—Albert Pike.

*South Carolina.*—H. W. Conner, James Bowie, A. F. Browning, P. M. Cohen, W. C. Courtney, Joshua Lazarus, Thomas C. Evans, C. J. Colcock, James H. Nichols, H. C. Markley, T. E. Powe, Charles H. Allen, A. Hurbemont, W. H. D. Gaillard, John T. Sloan, William E. Martin, A. H. Davega, A. P. Hayne, Sr., Lewis Rebb, H. Hutchinson, Andrew Simonds, William H. Trescott, B. W. Force, B. G. Wilkins, H. Judge Moore, Henry Ewbank, W. L. J. Reid, A. Price, C. Froneburger, John McKee, James H. Taylor, Jacob Bond Ion, Andrew Milne, C. Y. Richardson, A. Simpkins, Elbert Bland, William M. Lawton, J. J. McCarter, F. J. Porcher, Charles Miott, Jr., J. D. Allen, B. F. Brown, Samuel W. Milton, G. N. Reynolds, Jr., James R. Breare, W. L. T. Prince, E. J. Waddell, N. R. Eaves, J. R. Haynesworth, J. S. Chambers, W. B. Johnson, D. Matherson, E. W. Charles, J. F. Hay, R. A. Gantt, Edward Gantt, C. B. Stone, R. P. Gantt, S. W. Trotte, John Cunningham, C. Matheson, J. W. Ross, Lewis M. Ayer, James Graham, L. W. Spratt, Leonard Towers, F. G. Thomas, B. H. Rice, Giles Sharp, Philip Dunn, Thomas McNally, Joseph Fant, John L. Young, D. G. Coit, A. C. Brawley, J. A. Ready, John C. Hope, Alex. McBee, William Irwin, Wm. P. McBee, William M. Thomas, John H. Evins, C. W. Styles, J. W. Caldwell, L. E. Stubbs, A. M. Kennedy, J. R. Logan, P. E. Duncan, Thomas J. Eccles, James P. Carroll, George A. Addison, B. Waldo, S. S. Tompkins, W. P. Butler, Thomas G. Key, A. Stillwell, J. Foster Marshall, W. F. Pratt, T. W. Wingo, William Gregg, R. B. Rhett, William C. Bee, William Whaley, Wm. B. Heriott, H. S. Hayden, E. H. Rodgers, P. H. Hammarskold, E. W. Bonney, S. Langley, J. A. Billinger, D. Wyatt Aikin, R. B. Boylston, Charles Kerrison, Fleetwood Lanneau, Otis Mills, B. W. Bradley, E. J. Henry, John V. Moore, W. D. Porter, Jno. Fountain, L. C. Haskell, J. S. Cothran, P. A. Bacot, Richard Yeadon, J. N. Avery, A. Q. Dunovant, J. M. Allen, W. B. Stanley, Ewd. Hope, O. Z. Bates, Andw. Wallace, James M. Wilson, F. F. Brattie, H. Nelson Wheaton, H. H. Williams, W. G. De Saussure, B. F. Perry, G. A. Addison, J. P. Carroll, J. P. Key, S. S. Thompkins, T. P. Magrath, L. Jones, W. P. Butler, E. Bland, T. Farr Capers, E. P. Starr, Geo. W. Moye, J. Allen Brown, E. W. Edgerton, Jos. Walker, T. J. Bell, A. G. Goodwin, Wm. Barkaloo, L. A. Frampton, P. S. Bacot, Thos. Steen, A. P. Aldrich, Jas. Chesnut, Jr., A. H. Boykin, William M. Porcher, P. C. Gaillard, Daniel Ravenel, Theo. Stoney, James L. Clarke, A. G. Rose, T. L. Hutchinson, G. A. Trenholm, W. W. McLeod, T. S. Pagin, C. V. Chamberlain, Geo. H. Duffus, Motte Pringle, Jno. Heart, Motte A. Pringle, Geo. S. Bryan, Wm. M. Tunno, D. A. Ambler, J. G. Guignard, Jno. L. Young, S. P. Ravenel, R. Cunningham, Geo. McClenaghan, W. H. Houston, A. G. Magrath, M. C. Mordecai, C. G. Memminger, W. Y. Paxton, W. B. Pringle, M. McK. Parker, W. H. Cannon, C. M. Furman, A. P. Gaillard, James S. Gibbes, B. C. Pressley, J. W. W. Marshall, J. J. Pope, Jr., A. R. Taft, T. G. Simmons, Jr., R. G. Stone, Wm. Brisbane, Wm. Ravenel, Henry Gourdin, Samuel Henry Dickson, George M. Coffin, Wm. Elliott, H. P. Dougall, G. W. Muse, S. Bamberg, Wm. Miley, J. Keith, Geo. H. Ingraham, Thos. L. Wragg, E. B. Bell, J. J. Hailey, C. F. Tobin, F. J. De Hay, W. T. Rivers, Lewis Jones, H. H. Clarke, B. A. Coachman, G. F. B. Leighton, W. C. Miller, J. R. Witherspoon, G. D. Mims, P. A. Raysor, Johnson Hagood, T. Y. Simmons, M. D., J. J. Ryan, J. J. Depass, M. C. Workman, M. C. M. Hammond, John Bryce, E. M. Anderson, William H. Grice, Jas. Patterson, J. G. N. Duncan, J. J. Bunnon, W. P. Duncan, W. S. Wood, H. S. King, D. J. McKinne, S. M. Johnson, W. W. Durant, J. H. Adams, Thos. Y. Simmons, J. J. Ryan, J. S. De Pass, W. C. Workman, M. C. M. Hammond, John Boyce, E. M. Anderson, W. H. Grice, Wm. T. Ellerbe, Alex. McLeod, A. Mailoy, E. B. C. Cash, O. M. Roberts, J. G. McKissack, John B. Moore, H. Williamson, T. M. Eason, J. J. Brown, I. S. Cohen, J. M. Caldwell, E. Killian, T. A. Dargan, J. D. Wilson, Rice Dulin, B. J. Johnson, J. N. Cochran, E. Alexander, P. M. Connor, S. J. Bailey, B. Z. Herndon, A. McB. Cunningham, W. D. Steele, J. Buchanan, W. R. Robertson, David Gaillard, E. G. Palmer, W. C. Moragne, John Adger, Edmund Rhett, W. J. Kennedy, E. E. Evans, J. H. Pauley, W. McCall, C. A. Dargan, H. Saunders, W. E. Muse, W. M. Burt, Lod. Hill, O. Woodward, W. S. Rabb, J. R. Aiken, E. A. Hodges, Samuel Sparks, J. J. Harlee, A. Blue, James Lynch, H. W. Harrington, G. S. Douglass, L. A. Beckham, W. E. Simmons, J. G. Crane, G. W. Black, J. C. C. Ebberle, Jno. H. Evans, W. J. Neville, A. B. Grant, S. McCully, I. B. Watson, O. J. Chaffee, H. E. Vincent, Robert Bryce, D. L. Thompson, D. R. Barton, H. A. Kendrick, Jas. Macbeth, Geo. B. Locke, Thos. Bennett, Henry Lyons, T. H. Spann, R. F. W. Allston, R. L. Lewis, E. L. Adams, J. P. Neibuhr, A. McDowell, W. F. Colcock, A. B. Wardlaw, T. O. Elliott, J. Townsend, W. W. Fogitel, C. D. Bobo, P. T. Nethers, N. Philips, S. G. Dunbar, J. G. McDonald, W. M. Shannon, J. B. Kershaw, W. H. R. Workman, G. W. Connor, F. W. Connor, C. S. Walker, H. W. Harrington, J. S. Daniels, Wm. Gregg, Jr., J. H. Witherspoon, Hugh Wilson, W. T. Caston, J. D. Ashmore, J. H. Felder, J. J. McClure, W. B. Johnston, D. G. Peoples, H. D. De Saussure, J. S. Preston, Lewis Jones, H. H. Clarke, B. A. Coachman, G. F. B. Leighton, W. C. Miller, Murray Robinson, Jno. S. Ashe, Chas. Warley.

## The following officers were elected:—

FOR PRESIDENT,

Hon. W. C. Dawson, of *Georgia.*

VICE-PRESIDENTS,

Lieut. M. F. Maury.
Sheldon F. Leake, *Virginia.*
Gen. J. Winslow, *North Carolina.*
Hon. J. A. Woodward, *South Carolina.*
Judge E. A. Nisbet, *Georgia.*
Hon. C. C. Clay, Sr., *Alabama.*
S. W. Oakey, *Louisiana.*
N. D. Coleman, *Mississippi.*

Dr. Jno. Shelby, *Tennessee.*
Gen. Leslie Combs, *Kentucky.*
Thos. Whitredge, *Missouri.*
W. D. Moseley, *Florida.*

SECRETARIES.

W. G. De Saussure.
C. J. Rose, *Virginia.*
Thomas Loring, *North Carolina.*

A. P. Aldrich, *South Carolina.*
James Hamilton, *Georgia.*
George W. Jones, *Alabama.*
J. B. Leefe, *Louisiana.*
—— Matthews, *Mississippi.*
R. S. Saunders, *Tennessee.*
Thomas P. Hutchins, *Maryland.*
C. A. Price, *Florida.*

The Committee on Business consisted of:—

*Maryland.*—Wm. Creighton, Geo. Bartlett, Joshua Jones.
*Virginia.*—Jas. Lyons, Myer Myers, Oden G. Clay.
*North Carolina.*—Dr. J. H. Gibbon, P. K. Dickinson, A. J. DeRosset, Jr.
*South Carolina.*—Jas. Chesnut, Jr., C. G. Memminger, H. Gourdin.
*Georgia.*—Nelson Tift, E. A. Nisbet, Hiram Roberts.
*Florida.*—Benj. F. Whitner, J. B. Brown, Stanislaus Grimske.
*Alabama.*—Daniel Coleman, N. J. Scott, N. Lockett.
*Louisiana.*—Samuel W. Oakey, David J. Hook Jno. B. Leefe.
*Mississippi.*—J. W. Clapp, T. A. Marshall, R. A. Crump.
*Tennessee.*—W. H. Polk, J. Knox Walker, Gen. W. C. Ryle.
*Texas.*—Mr. Ray.
*Kentucky.*—Gen. Leslie Combs, Lieut. M. F. Maury.

The final resolutions adopted by the Convention are the only portions of the proceedings which we can give at present. Having published the detailed action of every similar Convention held in the South or West for the last eight years, it is our intention to do the same for this in the next number of the REVIEW.

MANUFACTURING AND MINING.

1st. *Resolved*, That whilst agriculture is, and properly should be, the predominant pursuit of the people of the States represented in this Convention, the interests of these States would be very greatly promoted by the employment of capital in other pursuits, and especially in manufactures and mining; that the abundance and cheapness of the means of subsistence, of fuel and water power, the temperature of the climate, and other natural advantages, will, if properly improved, secure to these States a virtual monopoly of the manufacture as well as the growth of cotton; that it is believed the present cost of transporting this staple abroad, will more than cover the expense of manufacturing it at home; and that, as an investment, for security, for certainty of result and uniformity of income, the factory and the mine, when properly managed, have no superior.

2d. *Resolved*, That a committee of three from each State represented in the Convention be appointed by the Convention, for the purpose of obtaining the most reliable statistical information as to the number and location of manufactories and mines in the States represented in this body; the amount of capital invested in the several establishments; the amount of income and disbursements; the number of hands (operatives) employed, free and slave, and amount of raw material consumed; the quantity and quality of the manufactured articles produced; the prices at which they are furnished; the markets in which they are chiefly sold; and other items of information, tending to show the present condition and extent of our manufacturing interest; and that said Committee furnish to the Secretary of the Convention a report of their investigations, to be laid by him before

the next meeting of the Convention; and that it be the duty of said Committee to address the people of the States represented in this Convention, and to urge the importance of action in the Legislatures thereof in favor of education, of manufactures, of ship building, of direct trade, and of mining; and that it be the duty of the Committee to collect and present at the next meeting of the Convention statistics and other useful information relating to the internal improvements of the several States—their industrial resources, their mineral treasures, their manufacturing facilities, and their capacities for trade and commerce; together with a statement in which shall be set forth the names and lengths of the several railways, their cost, and the increased value which has been imparted to lands and other property in consequence of such improvements.

3d. *Resolved*, That the Committee appointed by the second resolution of the Report of the General Committee, to prepare statistics, &c., be also instructed to obtain and report to the Secretary, the statistics on the subject of milling and the lumber trade, as carried on by the respective States represented in this body, as well also as the statistics of agriculture in the same States.

4th. *Resolved*, That a Committee of three from each State represented in this Convention be appointed to consider and report upon the propriety and expediency of adopting some plan for promoting Southern and Western manufactures and mining operations.

PACIFIC RAILROAD.

1. *Resolved*, That it is vitally important to the progress and prosperity of the United States, to have one or more railroads connecting the States on the Atlantic with those on the Pacific Ocean.

2. *Resolved*, That the Southern route ought to commence at suitable points on the Mississippi River between New-Orleans and St. Louis, thus connecting itself with the various similar improvements made and contemplated in the Atlantic States, and concentrating at some point in Texas on or near the thirty-second parallel of north latitude—thence to the Rio Grande, on the Western border of Texas, by the route designated by that State at the last session of her Legislature, chartering the Mississippi, El Paso and Pacific Railroad, and thence to the Pacific Ocean or Gulf of California.

3. *Resolved*, That in order to make provision for the construction of said road, this Convention respectfully recommend that a Southern organization be effected, if practicable, of the States of Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, Arkansas, Missouri, Tennessee, Kentucky, and of the different cities, and the railroad companies and corporations in those States, for the purpose of building a Southern railroad to the Pacific Ocean or Gulf of California, by the route and from one or more of the points indicated in the second of these resolutions—negotiating for the right of way, if necessary, with the Government of Mexico.

4. *Resolved*, That to effect this organization, this Convention respectfully advises the incorporation, by the Legislature of the State of Virginia, of a Southern Pacific Railroad Company with a capital sufficient to build such road from the point or points and by the route indicated in the second resolution—of which corporation the several Southern States above mentioned, the several cities therein, and the several railroad companies therein, shall be invited to be corporators, together with such other companies and individuals as may choose to subscribe for stock, including, if they desire it, the Cherokee, Choctaw, and Creek nations of Indians, west of the Mississippi. That said States be invited to take stock in such corporation to the amount of not less than two millions of dollars each, to be

raised and secured in such manner as the Legislature of each such State shall direct. That each of said cities and railroad companies be invited to subscribe for stock to such amount as its means will admit. That the existence of said corporation be recognized by each of said States, and such powers be vested in, and such franchises and capacities granted to it by the Legislature of each such State, as may be necessary to effect the object of the organization; and that, in its Directory, each such State be equally represented.

5. *Resolved*, That this Convention respectfully recommends that, if necessary, special sessions of the Legislatures of such States be called, for the purpose of taking into consideration this plan; and that a committee of one member from each State represented in this Convention, be appointed to draft a charter of incorporation for such company, and lay the same before the Governors of the said several States, and the National or General Councils of the Cherokee, Creek, and Choctaw nations, requesting each of said Governors to convene the Legislature of his State, in order to consider the same, and take such other steps in regard to such road as may be necessary and proper, if, in his opinion, it should be expedient to do so; and especially praying the Governor of Virginia to lay said draft of a charter before the Legislature of that State, with his views in regard thereto; and requesting said Councils of the Cherokees, Choctaws, and Creeks, to act therein, to recognize such company, grant rights of way through their national lands for any branch or branches of said road that may pass through the same, and enact such other laws as shall secure to the South, so far as may be in their power, the exclusive benefits and advantages of the commerce of the Pacific, and of the wealthy provinces of Mexico intended to be traversed by said road.

6. *Resolved*, That this Convention recommend that power be given to said Corporation, by its charter, to negotiate with Mexico for, and purchase, if necessary, a right of way through her territory to the Pacific Ocean, or to some point on the Gulf of California; to stipulate with that government, that in the event the same is granted, no higher rates or charges shall ever be imposed or exacted for passage or transportation over said road on citizens of Mexico than on those of the United States; and to agree that the Company will maintain military posts along said road; will in all time submit to the jurisdiction and laws of Mexico, and claim no political rights, nor attempt to colonize the country.

7. *Resolved*, That in the opinion of this Convention, the Southern States, corporations and people, are entirely able to build said road, and that no time should be lost in doing so; that it is as easy to commence it now as ten or twenty years hence, and it can as easily be completed in ten years as in a century; and that it is the duty of every Southern man, to himself, to his children, and his country, to engage earnestly in this great and indispensable measure of security, as well as of wealth, and of political and commercial power to the South.

8. *Resolved*, That California be invited to unite in this organization.

RAILROADS.

*Resolved*, That railroads connecting Southern, Atlantic, and Gulf ports, and radiating from them to any part of the South and Southwestern interior, should be promoted by any means in our power, whether by individuals, by city corporations, or by State credits properly grounded; being, in our opinion, the most safe, economical, and speedy means of developing the agricultural and mineral resources of the States, and supplying the certain basis of profitable export and import trade.

*Resolved*, That this Convention views with unqualified approbation the great railroad works in progress, and penetrating the Valley of the Missis-

sippi, connecting important points in the Valley of the Mississippi and its tributaries with the seaports of the South Atlantic and Gulf States, and also connecting the Atlantic with the Gulf of Mexico.

*Resolved*, That the speedy completion of this system of railroads is essential to the full development of the agricultural, mineral, and manufacturing resources of the South, and to the control and direction to her own seaports of the great commerce in her productions that is now carried on through other channels; while, at the same time, it is eminently calculated to draw closer together the bonds of union amongst us, and to perpetuate our social and other institutions.

*Resolved*, That this Convention recommend, in the most emphatic manner, to the several States in which such works are in progress, to afford all the pecuniary aid essential to the speedy completion of the same, and the accomplishment of the great and patriotic ends for which they were designed.

*Resolved*, That copies of these resolutions be transmitted by the President of this Convention to the Governors of all the States here represented, to be laid before the several legislatures thereof, and also to the members of Congress from the States here represented.

### COINAGE.

*Resolved*, That a uniformity in the values of the coins of different commercial nations is deemed by this Convention to be an object of much importance, and highly desirable.

2. That the Report of Dr. Cibbon, of the Mint in North Carolina, on that subject, herewith reported, be printed for circulation and more general information, and that he be appointed a committee, on the part of this Convention, to communicate the said Report, with these resolutions, to the proper authorities at Washington, and to request them to take such measures as they may deem best to effect the object.

3. That the Chamber of Commerce of Charleston, and other cities of the United States, be invited to aid the measure by their support.

### EDUCATION.

1. That among the measures auxiliary to the important objects we have in view, this Convention cannot but regard as of deep interest and importance the adoption of the proper means for introducing commercial education among the youth of our country, the training them up to habits of business, and thereby establishing a body of merchants whose every interest and feeling shall be identified with the country which has reared and sustained them.

2. That the Convention recommends to the legislatures and citizens of the Southern States, the ample endowment of Universities, Colleges, and other scholastic institutions, for the purpose of extending their advantages and usefulness; and it also respectfully solicits the visitors and Boards of Trustees for such institutions of learning, to discriminate in the election of all professors and other teachers in favor of Southern talent and education.

3. That we recommend the creation, patronage, and encouragement of establishments for the publication and sale in the Southern States of elementary books of education, the production of Southern men, prepared with express reference to the proper education of Southern youth.

Inasmuch as the cause of education is of the first importance amongst growing and enlightened States, and the proper instruction and training of the rising generations in the Southern and Southwestern States demand our especial care and attention, therefore

*Resolved*, That this Convention looks with peculiar gratification upon the

prosperous condition of the several State institutions, and the praiseworthy exertions of the different Christian denominations in the cause of education within the States here represented, and hereby tenders to them its grateful recognition of their momentous work, and the remarkable success which has crowned their toils.

*Resolved*, That this Convention earnestly recommends all parents and guardians within these States to consider well that, to neglect the claims of their own seminaries and colleges, and patronize and enrich those of remoter States, is fraught with peril to our sacred interests, perpetuating our dependence on those who do not understand and cannot appreciate our necessities and responsibilities, and at the same time fixing a lasting reproach upon our own institutions, teachers, and people.

*Resolved*, That amongst the most important measures necessary to the success of our educational interests is, the establishment by the Southern and Southwestern States of normal schools for the free admission of such persons, of both sexes, as may wish to devote themselves to the profession of teaching within their bodies; and this Convention respectfully solicits the attention of the governors and legislatures of these States to the importance of this subject.

*Resolved*, That this Convention respectfully recommends to the legislatures of these States the importance of encouraging the production, by their own citizens, scholars, printers, and publishers, of such school books as may be necessary for elementary and general education, by the offer of suitable prizes for the best books of different classes, to be decided on by appropriate committees appointed to judge of their merits; such books always to be printed and published within the Southern or Southwestern States.

*Resolved*, That a Special Committee, consisting of Henry A. Griswold, of Louisville, Kentucky; J. J. McCarter, of Charleston, South Carolina: J. B. Steel, of New-Orleans, Louisiana; and David Cushing and Wm. T. Berry, of Nashville, Tennessee, be appointed a Committee by this Convention, to prepare a report, to be published with the proceedings, upon the subject of the book trade of the South and West, embracing such statistical facts in regard to the publication and manufacture of books, both literary, scientific, and instructive, as are adapted to the school system, and the general wants of the South and West, and report at their earliest convenience to the Secretary of this body.

*Resolved*, That the President of this Convention appoint a Committee of three gentlemen to prepare and present a memorial on the subject matter of these resolutions, to the consideration of the Legislatures of the Southern and Western States.

### ABDUCTION OF SLAVES.

*Resolved*, That this Convention recommend to each of the Southern States having a sea-port, to adopt the most efficient measures for the protection of the slave property of each State, against abduction by sea, or otherwise.

### MAIL SERVICE.

*Resolved*, That in view of the present deficient and imperfect condition of the mail service in the Southern States, both with regard to their communications with other portions of the Union, and with foreign countries, a Committee of one from each State represented in this Convention be raised to ascertain the extent of the evil, and to suggest the proper remedy.

### GEOLOGICAL SURVEYS.

In view of the great commercial as well as scientific importance of a complete knowledge of the geological features of the Southern country, and in consideration of the very imperfect character of the surveys heretofore made, be it

*Resolved*, That, in the opinion of this Convention, it is proper to urge upon the respective State Legislatures the necessity of their undertaking complete geological surveys of each of the Southern States.

FOR ACTION OF CONGRESS.

*Resolved*, That the Senators and Representatives in Congress, from the States represented in this Convention, be requested to urge upon Congress the importance of the following measures, viz.:—

1. The reduction of duties on rail-road iron.
2. The passage of an act for the improvement of the merchant service, by encouraging boys to go to sea, and for preventing desertion.
3. To send one or two small steamers up the Amazon for the purpose of exploring the tributaries of that river, which the States owning them have declared to be free to the commerce and navigation of the whole world; and that the government of Brazil be requested to permit these vessels to make explorations and surveys upon the shores of the Amazon, belonging to that nation.
4. To encourage the establishment of a line of mail steamers between some Southern port or ports, and the mouth of the Amazon, or some other port of Brazil.
5. And, also, to encourage the establishment of a direct mail route by steamers between some Southern port or ports and Europe.

CALHOUN MONUMENT.

*Resolved*, That this Convention, deeply impressed with a sense of the distinguished hospitality of the citizens of Charleston, beg leave to tender to the "Calhoun Monument Fund" a contribution, in aid of its erection, as a token of our appreciation of the politeness and liberality displayed in our entertainment here, and as an evidence of our profound veneration for the memory of South Carolina's favorite son, now numbered among the illustrious dead.

FAIRS.

*Resolved*, That the Convention recommend to the citizens of the respective States here represented, the importance of holding a fair for the exhibition of their numerous productions of industry, specimens of every description in mechanical skill and art; thereby inviting a cordial and generous spirit of emulation.

The time and place for holding said exhibition to be decided upon by a majority vote of the General Committee of this body.

*Resolved*, That this Convention cordially recommend to the consideration of the people of the States represented in this Convention, agricultural exhibitions, and institute fairs, as one of the prominent means of developing the industrial resources of those States.

SOUTHERN SEA-PORTS—DIRECT TRADE.

*Resolved*, That this Convention recommend to each of the Southern States having a sea-port, to encourage the establishment of a direct trade with Europe, either by exempting from taxes, for a limited time, the goods imported, or by allowing the importers an equivalent drawback or bounty, or by such other mode as to the Legislatures of the respective States may seem best.

*Resolved*, That a Committee, consisting of two members from each sea-port represented in this Convention, be appointed for the purpose of inquiring into the expediency of establishing a line of steamships between one or more of said ports and certain port or ports in Europe, with liberty to act

during the recess of the Convention, to carry into prompt execution such scheme, having the above object in view, as may be agreed to.

*Resolved*, That the Southern Delegation in the Congress of the United States be requested to urge the passage of an act authorizing the transportation of the U. S. Mail in said steamships, with such compensation as has heretofore been allowed to other steam lines for similar service.

FREE TRADE.

*Resolved*, That this Convention recommend to the Government of the United States the formation of treaties with foreign governments for the admission of their respective products at reduced rates of duty.

After passing resolutions complimentary to Southern periodicals, to wit, the "Southern Quarterly," "Southern Literary Messenger," "De Bow's Review," "Self-Instructor," "Southern Eclectic," &c., and urging their support upon the South, and resolutions of thanks to the authorities of Charleston, the officers of the Convention, railroad companies, &c., the Convention adjourned, to meet again in New-Orleans, on the second Monday of January, 1855.

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## Art. X.—THE BATTLE OF NEW-ORLEANS.

The following are extracts from a journal kept by an officer during this eventful period in Louisiana, between the months of September, 1814, and February, 1815. The journal is embraced within a pocket memorandum book, and was put at our disposition by the present owner:—

*Attakapas, 20th September*, 1814.—The militia met, and received orders to march to-morrow.

*Wednesday, 21st September.*—Marched this morning—halted at Sorral's, and took dinner; proceeded to N. Hebert's, where we encamped. Heavy shower in the afternoon.

*Thursday, 22d September.*—Marched for Portage Baifon; distance 18 miles, through a tremendously bad road; arrived about 11 o'clock. At 4 took boats, and proceeded to the Grand Lake; after sundown encamped on the bank.

*Friday, 23d September.*—Left encampment at rising sun, proceeded about 30 miles, and landed.

*Saturday, 24th September.*—Left as usual; got to Plaquemine; remained a few minutes, and walked to the river. Surprised at finding no orders to receive us, or provision for finding us.

*Sunday, 25th September*, 1814.—Without provisions till 2 o'clock.

*Thursday, 29th September*, 1814.—Companies mustered at 6 o'clock; reviewed at nine by General ———, who made a patriotic speech. Baton Rouge contains a few good houses, the greater part of the buildings having brothels, grog-shops, and billiard tables. The fort is a pile of ruins. The buildings altogether must have cost 100,000 dollars, at least; are to-

tally neglected; and the barracks, although commodious enough, are nothing but pig-sties.

*Tuesday, 4th October.*—Drilled the awkward officers as men. No orders, no regulations.

*Wednesday, 5th October.*—Mustered; number of guards, 36; officers drilled; certainly they are the awkward squad. Men getting sick.

*Thursday, 6th October*, 1814.—The salt diet, and nothing to cook our provisions, occasions much sickness. This morning another company from Rapides arrived, and about mid-day one from Concordia.

*Friday, 7th October*, 1814.—Another company of 30 men from Natchitoches. On guard to-day. Muster roll called at 6 o'clock in the morning.

*Saturday, 8th October.*—Entered on duties of office; made out and posted companies' Roster. Wrote for the Quartermaster. Mustered in the afternoon. Our officers very defective in their duty, particularly the Adjutant, who appears entirely ignorant. On parade, instead of telling us to load cartridge, he gave orders to charge bayonet, and several other gross mistakes of incapacity appeared.

*Monday, 10th, and Tuesday, 11th.*—Appointed Deputy Quartermaster. Captain Foster brought news of Dr. Moore's death. Ever since we came here weather hot and dry. Wrote home by Captain Penn, who took a detachment to Attakapas to bring delinquents.

*Thursday, 13th October.*—Great symptoms of discontent among the troops. Orders irregularly issued.

*Sunday, 23d October.*—Marched this morning, and went 15 miles. Weather fine and pleasant.

*Monday, 24th October.*—Left encampment this morning, and got about 15 miles.

*Tuesday, 25th October.*—Left encampment this morning. About one got to General Hampton's, before the boats halted for the night. One man drowned.

*Wednesday, 26th October.*—Only got about 12 miles; a heavy shower of rain.

*Thursday, 27th October.*—Fine weather. Got opposite to Red Church, where we encamped. Great complaints about the rations of the troops.

*Friday, 28th October*, 1814.—Left encampment early in the morning. A very unfortunate circumstance occurred to-day. A man who had enlisted in the 44th Regiment hailed pirogue belonging to the militia, although he was not on guard, and told those in it to land, or he would fire on them; on which one of them, an old friend and acquaintance, told him he would not; on which he, Myers, instantly fired, and shot the man through the heart. He was buried at the Red Church, below which we landed at Datrechan's plantation. Mr. Butler, who lives some distance above, made the militia a present of fresh beef.

*Saturday, 29th October*, 1814.—Left early this morning; proceeded about 13 miles, and landed at Mr. ———'s plantation, who received us politely, and plentifully supplied us with fresh provisions.

*Sunday, October* 30, 1814.—Got to the Still-house, adjoining Orleans, where we remained for the night.

*Monday, October* 31, 1814.—Troops reviewed by Governor Claiborne and staff officers, attended by the volunteer corps of the city. After review, militia marched to a small distance below, to Phillips' Fort. Did not march with them, being obliged to take care of the boat.

*Tuesday, 1st November.*—Hauled down below the shipping. A violent storm arising obliged (us) to unload, and carry the arms, &c., in the boat by land to the militia.

*Wednesday, 2d November.*—Militia struck tents, leaving a guard, with

which I remained. Excessive rains making the roads dreadfully bad for marching.

*Friday, 4th November*, 1814.—At English turn our encampment; found there existed difficulties about the appointment of Quartermaster and Adjutant. Weather cold.

*Saturday, November* 5.—Part of the militia inspected; a few excused, and some refused. Drizzly weather.

*Sunday, 6th November.*—Inspection continued; in our company two incapable, and two rejected for service. Moist, disagreeable weather.

*Monday, 7th November.*—Employed in making muster-rolls for Major ———, the Inspector. Guard at camp increased. Very cold—white frost.

*Tuesday, 8th November.*—Introduced to Mr. Woods, proprietor of Woodville—an agreeable man enough, and much reduced in circumstances. Wrote for Mr. Voorhies to the Governor, resigning his commission as Sheriff and Brigade Inspector.

*Thursday, 10th November.*—Very strict regulations. Orders to throw up a parapet defence. Great alarm in New-Orleans; British expected. Last Sunday deputation left New-Orleans to General Jackson for assistance.

*Friday, 11th November*, 1814.—Men much displeased at the idea of being compelled to work on the parapet. Complaints made about pillaging the inhabitants. Woodville is a poor, pitiful, insignificant place, containing, as is usual in such places, a tavern and billiard table. There are barracks here for 1,000 men in tolerable order; but there being no superintendent, (they) are fast going to ruin. Opposite the town is a small fort, from which Lafitte supplied himself with cannon. This evening a strong patrol ordered out, in consequence of desertion apprehended, the militia refusing to work at the parapet directed for their protection. Volunteered my services.

*Saturday, 12th November*, 1814.—Received letter from home. Rigid rules enforced; rules of war read to the militia.

*Sunday, 13th November*, 1814.—Rain this morning. In the evening Colonel Ross and Governor Claiborne arrived in camp. Men still dissatisfied with orders to throw up parapet wall. Gunboat with two prizes taken near Barrataria Pass.

*Monday, 14th November*, 1814.—Made out Knox's account of expenses. Last evening part of the 44th U. S. Regiment arrived. Claiborne and suite left without reviewing. Cloudy.

*Tuesday, 15th November*, 1814.—As usual, some desertions; guards heavy and useless. In the night about two hours hard rain.

*Wednesday, 16th November*, 1814.—Drew small rations; detailed a party of carpenters for hospital; sick increasing; rations defective in quantity and quality; resigned as sergeant.

*Thursday, 17th November*, 1814.—Wrote home. Damp, disagreeable weather.

*Friday, 18th November.*—Orders to send out scouting parties. Mr. Knox got his commission as second lieutenant. Wrote to Quartermaster General for Voorhies. Cold.

*Saturday, 19th Nov.*—Fine weather, and very cold.

*Sunday, 20th Nov.*, 1814.—Took place in Voorhies' quarters. Very much engaged. Delivered stationery to the different companies. Wrote provision return for ours, commencing to-morrow and ending 24th. Knox and Taylor went to Orleans.

*Monday, 21st Nov.*—Heavy rain last night. Wrote home and to Dr. Hennen. Busy in making out returns for ammunition—twelve rounds each man, and three flints. Moderate weather.

*Tuesday, 22d Nov.*—Made out returns for straw; 18lbs. each man. Col. Declouet and Voorhies went this morning to Orleans. Fatigue party

called out for fortifications. Much discontent about it. Engineer arrived. As apprehended, about three o'clock, when the militia were ordered on fatigue, many refused to do duty, and consequently put in confinement.

*Wednesday, 23d Nov.*, 1814.—The cowardly fellows in confinement turned out to work. Men still discontented.

*Thursday, 24th Nov.*—Discontents still continuing. A court-martial. Wet weather.

*Friday, 25th Nov.*—A large Russian ship dropped down the river. Fortification slowly progressing.

*Saturday, 26th Nov.*—Another vessel with passengers. Very bad weather.

*Sunday, 27th Nov.*—Weather somewhat milder. Pretty business in office.

*Monday, 28th Nov.*—Made out Laughlin's provision for two days, beginning to-morrow. Made out fuel accounts.

*Tuesday, 29th Nov.*—Consolidated fuel accounts. Our pitiful Adjutant gave himself some airs about my not doing duty.

*Friday, 2d Dec.*—News of Gen. Jackson's arrival.

*Sunday, 4th Dec.*—Provision return, beginning the 5th, and ending the 6th, inclusive. To the utter mortification, Gen. Jackson passed by water, and did not visit us, as expected. No doubt he thought it most prudent to visit Plaquemine, the post that will first be exposed to danger. Foggy, rainy, disagreeable weather.

*Monday, 5th Dec.*, 1814.—An express arrived, on way to New-Orleans, with information of three or four British vessels having passed the bar. In consequence an immediate inspection of arms took place by Colonel Declouet, a considerable number of which were found deficient, and replaced from the public store. This will always be the case till the militia are made amenable for not taking care.

*Tuesday, 6th Dec.*—No news from Plaquemine. Still remain sick. Fatigue party cleaning ditches. Court-martial.

*Wednesday, 7th Dec.*—Passed a bad night. This morning two boats passed with provisions for Plaquemine. No news. Hazy weather.

*Thursday, 8th Dec.*—Misunderstanding between Col. Declouet and Lieut. Col. Colwell. The latter thinks his command is overlooked altogether by the former. First military punishment took place this afternoon—one was paddled, and, together with two others, sentenced to twelve days hard labor, and confinement in guard-house.

*Friday, 9th Dec.*, 1814.—About 11 o'clock Gen. Jackson arrived from Fort Plaquemine. Visited the fortification, and went on without looking at the militia—indeed, this body of men would disgrace any country.

*Tuesday, 13th Dec.*—John Baker here. He brought no letters, which is surprising. News arrived that a British squadron, with a Vice-Admiral's flag, had arrived, and stationed between Pensacola and the mouth of the Mississippi. The Admiral's, of course a 74, with many vessels with them, and signals of many more off the coast. The place is near the mouth of the Mississippi, and the best place for rendezvous.

*Wednesday, 14th Dec.*—Serious apprehensions of an attack.

*Thursday, 15th December.*—Received news of a battle between our troops and the enemy, in which it is said we lost four gun-boats, and the enemy 24 barges and troops. The action took place yesterday at night. This day Captain Sachat took possession, with his company, of the fort opposite the camp, and a requisition for a reconnoitering party to obstruct the approach of the enemy was ordered. This night a heavy storm of wind and rain.

*Friday, 16th December.*—Made provision return from 17th to 20th, and morning report—53 men and 1 woman; 216 rations. Requisition of ne-

groes a few days ago; near 100 at work on fortification. Scouting party started this forenoon, under command of Lieutenant William Knox, in boats and piroques, and 15 days' provisions. Lieutenant Stokes, on return from command at Orleans, brought intelligence of a battle on Lake Champlain. Four of our gun-boats destroyed, and one blown up by the Cap. Johnson.

*Saturday, 17th December.*—General Morgan and suite arrived. Intelligence of Indians and British near. Twelve rounds to each man delivered about midnight.

*Sunday, 18th December*, 1814.—A boisterous, rainy night. No appearance of the enemy. Voorhies went to town; wrote home by him.

*Monday, 19th December.*—A most tremendous night—black frost, heavy wind, ice on gallery. Troops reviewed by General Morgan, and officers treated by Colonel De Clouet.

*Tuesday, 20th December.*—Last night a severe frost. Made out morning report—a provision return for 54 men and 1 woman, commencing to-morrow and ending the 24th. Troops reviewed. Letters from home by Mr. Voorhies.

*Wednesday, 21st December.*—Cold, severe weather. Strict, unnecessary orders. New alarms, and delivery of 12 rounds of cartridges to each man. Another review. Representations made in Orleans; the militia in a state of insubordination.

*Thursday, 22d December.*—Weather changed from cold to warm and wet. News received of the debarkation of the British at Balize. Some spies of the enemy suspected to have visited the camp. Commands to reconnoitre sent in every direction. It is probable an attack will be made on us this night or to-morrow. The utmost vigilance used. Gun-boat passed this afternoon.

*Friday, 23d December*, 1814.—Cannon and ammunition arrived. Made out forage returns and morning report. Cold, raw, disagreeable weather. Troops ordered under arms this forenoon; an attack expected; remained so some hours; delivered extra arms, cartridges, &c.; marched, about 4 o'clock, every one except the sick and a guard. About 8 heard a terrible discharge of artillery and small arms, which lasted without intermission two hours. Our troops marched about five miles; attacked the picket guard of British. The army under General Jackson is supported by the Louisiana and a gun-boat. No certain news of the result. Lieutenant-Colonel Colewell suspended.

*December 24th.*—Action continued; gun-boat blown up by the British. Marched.

*December 25th.*—Skirmishes—cannon on each side. The Louisiana moved up.

*December 26th.*—British battery silenced.

*December 27th.*—Firing on our side; little on that of the enemy.

*December 28th.*—Same as before.

*January 1st*, 1815.—Year began by a tremendous discharge of artillery, bombs, &c., on both sides. Very severe firing all day. One of the enemy's cannon dislodged. Some wounded on our side, and some killed on that of the foe. Every man employed in hauling guns. Still much misunderstanding among the officers.

*January 2d.*—Firing continued. Lloyd Wilcox and Martin Demaret and company joined us. Nothing particular to-day. Called out almost every hour in the night.

*January 3d*, 1815.—News of arrival of 2,000 troops from above. Little firing this day.

*January 4th*, 1815.—Kentucky and Tennessee troops, to the amount of more than 3,000, landed nearly opposite. British in possession of B. Mor-

gan's plantation. Firing on our side continued with little intermission. British very quiet.

*January 5th*, 1815.—Cannonading continued. Some houses burnt down by our shot. British erecting strong batteries. A general engagement hourly expected.

*January 6th*, 1815.—Finished erecting eight guns on the side opposite the enemy. Completed Voorhies' accounts. Fine weather for the last few days.

*January 7th*, 1815, *Saturday*.—Intelligence of a skirmish between the outposts, and that the enemy has crossed the river. Joined by several companies; our probable number 500. Marched in consequence to the breastwork below the eight-gun battery, without provisions, as has always been the case when we had to march.

*January 8th, Sunday*.—A heavy cannonade began on both sides, succeeded by a most tremendous fire of musketry, which lasted near two hours. The enemy attempted to storm Jackson's Fort, but were, after an obstinate combat, attended with great loss, finally repulsed. On this side, we were also attacked by about 700 or 800. The skirmish lasted but a few minutes. Our right wing shamefully gave way—of course nothing but a retreat saved us. The loss sustained on (our) side was trifling. We left eight pieces of cannon spiked, all our baggage, tents, &c., and retreated about two miles, where we encamped and got provisions after sundown. For the last five nights slept in open air, constantly disturbed by false alarms.

*January 9th*, 1815, *Monday*.—Wet, drizzly weather. Marched through the swamp to yesterday's battle-ground, from whence the English were found to have previously decamped. Damned strange, contradictory orders from Gen. Morgan, who knows nothing of military affairs, but is entirely governed by an ignorant fop named B., and a self-conceited attorney named T. R.

*January 10th, 11th, and 12th*.—Remained encamped. Nothing doing on other side. 11th, the British buried their dead.

*January 13th, 14th, 15th, 16th, 17th, 18th, 19th*.—Continual firing on both sides, particularly on ours; and on the 20th the British left their station, and more than 80 pieces of cannon.

*January 21st, 22d, and 23d*.—On the 22d, General Jackson, with most of his troops, left camp. Nothing material since has happened.

*January 24th and 25th*.—Nothing new. Great rejoicing in Orleans, at which our old woman was present.

*January 25th to the 31st*.—Same, only very cold weather—suffering extremely for want of blankets.

*February 1st*, 1815.—Very boisterous weather. Much sickness in camp.

*February 3d*.—Several of sick died last night. The number in the hospital daily augmenting. Tempestuous, wet, disagreeable, unhealthy weather.

*February 4th, 5th, 6th, 7th, and 8th*.—Weather very cold—men without blanketing. Every day three or four dead.

*February 9th, Thursday*.—Pleasant weather. General Jackson and suite arrived in our camp. Reviewed by General Jackson. What a sorry sight!

*February 10th, Friday*.—Lieut. Whittemore died. Deaths from five to eight each day.

*February 11th, 12th, 13th, 14th, and 15th*.—Mortality increasing. Weather cold. On the 15th, received orders to be in readiness to march. Officers impeaching each other.

*February 15th to 28th*.—Nothing material for these last days. News of peace, and orders for a general muster on the 28th.

## Art. XI.—INTERESTING RAILROAD STATISTICS.

We are indebted to the *Railroad Journal*, published in New-York, for the following important table, made up to the 24th of February, 1854:—

| NAME OF COMPANY. | | Miles open. | Capital paid in. | Funded debt. | Total cost of road and equipm't. | Gross earnings for last official yr. | Dividend.] | Price of shares. |
|---|---|---|---|---|---|---|---|---|
| Atlantic and St. Lawrence | Maine. | 150 | $1,538,100 | $2,973,700 | $5,150,278 | $254,743 | none. | 83 |
| Androscoggin and Kennebec | " | 55 | 809,878 | 1,016,500 | 2,064,458 | 140,561 | none. | 30 |
| Kennebec and Portland | " | 72 | 952,021 | 297,800 | 2,514,067 | 168,114 | none. | 41 |
| Portland, Saco and Portsmouth | " | 51 | 1,355,500 | 123,884 | 1,459,384 | 208,669 | 6 | 96¾ |
| York and Cumberland | " | 20 | 285,747 | 441,100 | 713,605 | 23,946 | none. | 24 |
| Boston, Concord and Montreal | N. H. | 93 | 1,649,278 | 622,200 | 2,540,217 | 150,538 | none. | 33 |
| Concord | " | 35 | 1,485,000 | none. | 1,485,000 | 305,805 | 8 | 111 |
| Cheshire | " | 54 | 2,078,625 | 720,900 | 3,002,094 | 287,768 | 5 | 38 |
| Northern | " | 82 | 3,016,634 | — | — | 328,782 | 5 | 59 |
| Manchester and Lawrence | " | 24 | 717,543 | — | — | — | 6 | 90 |
| Nashua and Lowell | " | 15 | 600,000 | none. | 661,214 | 132,545 | 6 | 106 |
| Portsmouth and Concord | " | 47 | — | — | 1,400,000 | — | none. | — |
| Sullivan | " | 26 | — | — | 673,500 | — | none. | 21 |
| Connecticut and Passumpsic | Vt. | 61 | 1,097,600 | 550,000 | 1,745,516 | — | none. | 29 |
| Rutland | " | 120 | 2,486,000 | 2,429,100 | 5,577,467 | 495,397 | none. | 11 |
| Vermont Central | " | 117 | 8,500,000 | 3,500,000 | 12,000,000 | — | — | 13 |
| Vermont and Canada | " | 47 | 1,500,000 | — | 1,500,000 | — | — | 97 |
| Western Vermont | " | 51 | 302,000 | 700,000 | — | — | none. | — |
| Vermont Valley | " | 24 | — | — | — | — | none. | — |
| Boston and Lowell | Mass. | 28 | 1,830,000 | — | 1,995,249 | 388,108 | 7 | 91 |
| Boston and Maine | " | 83 | 4,076,974 | 150,000 | 4,092,927 | 659,001 | 7 | 103 |
| Boston and Providence | " | 53 | 3,160,390 | 200,000 | 3,546,214 | 469,656 | 6 | 84 |
| Boston and Worcester | " | 69 | 4,500,000 | 425,000 | 4,845,967 | 758,819 | 7 | 100¾ |
| Cape Cod Branch | " | 28 | 421,295 | 171,800 | 633,906 | 60,743 | 2 | 40 |
| Connecticut River | " | 52 | 1,591,100 | 193,500 | 1,801,946 | 239,004 | 5 | 55 |
| Eastern | " | 75 | 2,850,000 | 500,000 | 3,120,391 | 488,793 | 7 | 89½ |
| Fall River | " | 42 | 1,050,000 | none. | 1,050,000 | 229,445 | 8 | 99 |
| Fitchburg | " | 56 | 3,540,000 | 112,308 | 3,623,073 | 574,574 | 6 | 91¾ |
| New-Bedford and Taunton | " | 20 | 500,000 | none. | 520,475 | 164,230 | 7 | 117 |
| Norfolk County | " | 26 | 547,015 | 819,743 | 1,245,927 | 67,251 | none. | 68 |
| Old Colony | " | 45 | 1,964,070 | 282,300 | 2,293,534 | 374,897 | none. | 87 |
| Taunton Branch | " | 12 | 250,000 | none. | 307,136 | 137,406 | 8 | — |
| Vermont and Massachusetts | " | 77 | 2,140,536 | 1,001,500 | 3,203,333 | 216,679 | none. | 23½ |
| Worcester and Nashua | " | 45 | 1,134,000 | 171,210 | 1,321,945 | 102,109 | 4 | 59 |
| Western | " | 155 | 5,150,000 | 5,319,520 | 9,953,759 | 1,525,224 | 7 | 97 |
| Stonington | R. I. | 50 | — | 467,700 | — | 240,572 | — | 65¾ |
| Providence and Worcester | " | 40 | 1,457,300 | 300,000 | 1,791,999 | 291,417 | 6 | 95 |
| Canal | Conn. | 45 | 923,500 | 500,000 | 1,400,000 | — | 4 | 65 |
| Hartford and New-Haven | " | 72 | 2,350,000 | 800,000 | 3,150,000 | 639,529 | 10 | 128 |
| Housatonic | " | 110 | — | — | 2,500,000 | 329,041 | none. | — |
| Hartford, Prov. and Fishkill | " | 50 | — | — | In prog. | 69,629 | none. | — |
| New-London, Wil. & Palmer | " | 66 | 558,861 | 800,000 | 1,511,111 | 114,410 | — | 39 |
| New-York and New-Haven | " | 61 | 3,000,000 | 1,641,000 | 4,978,487 | 806,713 | 7 | 101¾ |
| Naugatuck | " | 62 | 926,000 | 440,000 | — | — | 8 | — |
| New-London and New-Haven | " | 55 | 750,500 | 650,000 | 1,380,610 | — | none. | 40 |
| Norwich and Worcester | " | 54 | 2,121,110 | 701,800 | 2,596,488 | 267,561 | 4 | 57⅜ |
| Buffalo and New-York City | N. Y. | 91 | 900,000 | 1,550,000 | 2,550,500 | — | none. | — |
| Buffalo, Corning and N. York | " | 132 | — | — | In prog. | — | none. | 65 |
| Buffalo and State Line | " | 69 | 879,636 | 872,000 | 1,921,270 | — | — | 130 |
| Canandaigua and Niagara F. | " | 50 | — | — | In prog. | — | — | — |
| Canandaigua and Elmira | " | 47 | 425,509 | 562,400 | 987,627 | 76,760 | none. | 68 |
| Cayuga and Susquehanna | " | 35 | 687,000 | 400,000 | 1,070,786 | 74,241 | none. | — |
| Erie, (New-York and Erie) | " | 464 | 10,000,000 | 24,003,865 | 33,070,863 | 4,318,902 | 7 | 78⅜ |
| Hudson River | " | 144 | 3,740,515 | 7,046,393 | 10,527,654 | 1,063,659 | none. | 70⅛ |
| Harlem | " | 130 | 4,725,250 | 977,463 | 6,102,935 | 681,445 | 4 | 56 |
| Long Island | " | 95 | 1,875,148 | 516,246 | 2,446,391 | 205,068 | none. | 34 |
| New-York Central | " | 504 | 23,085,600 | 10,773,823 | 33,859,423 | — | — | 112 |
| Ogdensburgh (Northern) | " | 118 | 1,579,969 | 2,969,760 | 5,133,834 | 480,137 | — | 29¼ |
| Oswego and Syracuse | " | 35 | 350,000 | 201,500 | 607,803 | 90,616 | — | 70 |
| Plattsburg and Montreal | " | 23 | 174,042 | 131,000 | 349,773 | — | none. | — |
| Rensselaer and Saratoga | " | 25 | 610,000 | 25,000 | 774,495 | 213,078 | — | — |
| Rutland and Washington | " | 60 | 850,000 | 400,000 | 1,250,000 | — | — | — |
| Saratoga and Washington | " | 41 | 899,800 | 940,000 | 1,832,945 | 173,545 | none. | 30 |
| Troy and Rutland | " | 32 | 237,000 | 100,000 | 339,577 | — | — | 23 |

TABLE—(*Continued.*)

| NAME OF COMPANY. | | Miles open. | Capital paid in. | Funded debt. | Total cost of road and equipm't. | Gross earnings for last official yr. | Dividend. | Price of shares. |
|---|---|---|---|---|---|---|---|---|
| Troy and Boston | N. Y. | 39 | $430,936 | $700,000 | $1,043,357 | — | none. | — |
| Watertown and Rome | " | 96 | 1,011,940 | 650,000 | 1,693,711 | $225,152 | 8 | 96 |
| Camden and Amboy | N. J. | 65 | 1,500,000 | — | 4,327,498 | 1,388,385 | 10 | 148 |
| Morris and Essex | " | 45 | 1,022,420 | 128,000 | 1,920,325 | 149,941 | 7 | — |
| New-Jersey | " | 31 | 2,197,840 | 476,000 | 3,245,720 | 603,942 | 10 | 131 |
| New-Jersey Central | " | 63 | 986,106 | 1,500,000 | 2,379,880 | 260,899 | 3 | — |
| Cumberland Valley | Penn. | 56 | 1,184,500 | 13,000 | 1,965,143 | 116,017 | 5 | — |
| Erie and North East | " | 20 | 600,000 | — | 750,000 | — | — | 125 |
| Harrisburgh and Lancaster | " | 36 | 830,100 | 713,227 | 1,709,523 | 265,327 | 8 | — |
| Philadelphia and Reading | " | 95 | 6,656,332 | 10,427,800 | 17,141,987 | 2,480,626 | 7 | 80 |
| Philad., Wilmington and Balt. | " | 98 | 5,000,000 | 2,399,166 | 8,067,285 | 808,038 | 5 | 80 |
| Pennsylvania Central | " | 250 | 9,768,155 | 5,000,000 | 13,600,000 | 1,943,827 | — | 97¾ |
| Philadelphia and Trenton | " | 30 | — | — | — | — | — | — |
| Pennsylvania Coal Co. | " | 47 | — | — | — | — | — | 102¼ |
| Baltimore and Ohio | Md. | 381 | 13,118,902 | 5,677,103 | 22,254,338 | 2,033,420 | 7 | 58 |
| Washington Branch | " | 38 | 1,650,000 | — | 1,650,000 | 348,622 | 8 | — |
| Baltimore and Susquehanna | " | 57 | — | — | — | 413,673 | — | — |
| Alexandria and Orange | Va. | 65 | — | — | In prog. | — | — | — |
| Manassas Gap | " | 37 | — | — | In prog. | — | — | — |
| Petersburgh | " | 64 | 769,000 | 173,867 | 1,163,928 | 227,503 | 7 | 77 |
| Richmond and Danville | " | 73 | 1,372,394 | 200,000 | In prog. | — | — | 70 |
| Richmond and Petersburgh | " | 22 | 685,000 | — | 1,100,000 | 122,861 | none. | 40 |
| Rich., Fred. and Potomac | " | 76 | 1,000,000 | 503,006 | 1,531,238 | 254,376 | 7 | 100 |
| South Side | " | 62 | 1,357,778 | 640,000 | 2,106,467 | 62,762 | — | — |
| Virginia Central | " | 107 | 1,673,084 | 469,150 | 2,392,215 | 210,052 | 10 | 50 |
| Virginia and Tennessee | " | 73 | 2,650,891 | 707,958 | 3,545,256 | 109,268 | none. | 98 |
| Winchester and Potomac | " | 32 | 180,000 | 120,000 | 416,532 | 89,776 | 12 | — |
| Wilmington and Raleigh | N. C. | 161 | 1,336,878 | 1,134,698 | 2,965,574 | 510,038 | 6 | — |
| Charlotte and South Carolina | S. C. | 110 | — | — | — | — | — | — |
| Greenville and Columbia | " | 149 | 1,004,231 | 300,000 | In prog. | — | — | — |
| South Carolina | " | 242 | 3,856,840 | 3,000,000 | 7,002,396 | 1,000,717 | 7 | 125 |
| Wilmington and Manchester | " | — | — | — | In prog. | — | — | — |
| Georgia Central | Ga. | 191 | 3,500,000 | 418,187 | 3,465,879 | 986,074 | 8 | 115 |
| Georgia | " | 211 | 4,000,000 | 1,314 | — | 934,424 | 7⅛ | — |
| Macon and Western | " | 101 | 1,013,088 | 163,000 | 1,277,334 | 278,739 | 9 | 101 |
| Muscogee | " | 71 | — | — | In prog. | 50,590 | — | — |
| South Western | " | 50 | 566,867 | 150,000 | 743,523 | 129,395 | 8 | — |
| Alabama & Tennessee River | Ala. | 55 | — | — | In prog. | — | — | — |
| Memphis and Charleston | " | 93 | 776,259 | 400,000 | In prog. | — | — | — |
| Mobile and Ohio | " | 33 | 879,868 | — | In prog. | — | — | — |
| Montgomery and West Point | " | 88 | 668,611 | — | 1,330,960 | 173,542 | 8 | — |
| Southern | Miss. | 69 | — | — | — | — | — | — |
| East Tennessee and Georgia | Tenn. | 80 | 835,000 | 541,000 | In prog. | — | — | — |
| Nashville and Chattanooga | " | 125 | 2,093,814 | 850,000 | In prog. | — | — | — |
| Covington and Lexington | Ky. | 38 | 1,430,150 | 900,000 | In prog. | — | — | 63 |
| Frankfort and Lexington | " | 29 | 357,218 | — | 584,902 | 87,421 | — | 80 |
| Louisville and Frankfort | " | 65 | — | — | — | — | — | — |
| Maysville and Lexington | " | — | — | — | In prog. | — | — | 45 |
| Cleveland and Pittsburgh | Ohio. | 100 | 1,979,100 | 1,142,200 | 3,279,908 | 432,682 | 10 | 91 |
| Cleveland and Toledo | " | 147 | 2,000,000 | 1,600,000 | — | — | — | 100 |
| Cleveland and Erie | " | 95 | — | — | — | — | — | — |
| Cleveland and Columbus | " | 135 | 3,027,000 | 408,200 | 3,655,000 | 777,793 | 12 | 121 |
| Columbus, Piqua and Indiana | " | 46 | — | — | 2,000,000 | — | — | 65 |
| Columbus and Lake Erie | " | 61 | — | — | — | — | — | — |
| Cincinnati, Ham. and Dayton | " | 60 | 2,100,000 | 300,000 | 2,659,683 | 321,793 | — | — |
| Cincinnati and Marietta | " | — | — | — | In prog. | — | — | 104¼ |
| Dayton and Western | " | 40 | 310,000 | 550,000 | 925,000 | — | — | 62 |
| Dayton and Michigan | " | 20 | — | — | In prog. | — | — | 75 |
| Eaton and Hamilton | " | 20 | — | — | — | — | — | — |
| Greenville and Miami | " | 31 | — | — | — | — | — | 56 |
| Hillsboro' | " | 37 | — | — | In prog. | — | — | — |
| Little Miami | " | 84 | 2,668,402 | 482,000 | 3,169,733 | 667,559 | 10 | 109¼ |
| Mansfield and Sandusky | " | — | 900,000 | 1,000,000 | 1,855,000 | — | — | — |
| Mad River and Lake Erie | " | 167 | 2,387,200 | 1,767,000 | 4,110,148 | 540,518 | — | 77¼ |
| Ohio Central | " | 57 | — | — | In prog. | — | — | 79 |
| Ohio and Mississippi | " | — | — | — | " | — | — | 87 |
| Ohio and Pennsylvania | " | 187 | 1,750,760 | 2,450,000 | — | — | — | — |
| Ohio and Indiana | " | — | — | — | In prog. | — | — | — |
| Scioto and Hocking Valley | " | 44 | 750,000 | 300,000 | " | — | — | — |
| Xenia and Columbus | " | 54 | 1,291,000 | 300,000 | 1,257,714 | 317,000 | 10 | 107 |

## Art. XII.—RAILROADS.

The people of New-Orleans have, by a large vote, determined to substitute a direct subscription to their great railroad works in the place of the real estate tax previously voted. This measure will facilitate their construction, and is hailed by the citizens with gratification. From the last Annual Report of James Robb, Esq., President of the New-Orleans and Great Northern Railroad, we extract the following:—

"New-Orleans, with railroad communications extending to the Tennessee River, can defy all competition of rivalry for the trade which naturally and legitimately belongs to her. Every road constructed, and to be constructed, east of the Mississippi and Ohio rivers, will become the tributaries of such an improvement, and no contrivance can divert or prevent this result. The Illinois Central, Mobile and Ohio, Memphis and Charleston, Mississippi Central, Tennessee and Alabama, Nashville and Louisville, and the Alabama and Southern, will all lend immensely to its traffic and importance, making it, as I have stated in my first annual report, to other railroads what the Mississippi River is to its tributaries. The travel between the North and the South will seek the South through Virginia by way of the Tennessee valley. It is shorter than any other route proposed or likely to be adopted, and combines attractions in scenery and beauty of country unsurpassed, and it is absurd to suppose that any more southern route can be a competitor for the through travel from the Gulf of Mexico to the North Atlantic cities. The productions of South Carolina, Georgia and Alabama, with the exception of the northern part of the latter, contiguous to the Tennessee River, will find their markets at their own seaboard, and it is not expected that artificial highways will divert them hither; the mission of our improvements is to cultivate and extend what belongs to us, and this will be completely achieved when your road and its magnificent connections are established and perfected.

"In my last annual report, the subject of the importance of bringing to New-Orleans the traffic of the Pacific, by way of the Isthmus of Tehuantepec, was treated of. The voyage between New-York and San Francisco has not been made, up to this time, in less than twenty-one days, by either of the routes employed. The adoption of the route from San Francisco of the Isthmus of Tehuantepec, of your road to the intersection with the Memphis and Charleston, the Memphis and Charleston to Chattanooga, and the roads from thence, via Knoxville and Virginia, to Washington City would reduce the time to thirteen or fourteen days, equal to a gain of a week, and the saving of more than eighteen hundred miles of ocean navigation; and as railroads are being built from New-Brunswick to East Canada, which will lessen the time of travel between New-York and London to eight days, the voyage from San Francisco to London, which now employs thirty-two days, may be reduced to twenty-two days. It is idle to speculate on the revolutions in trade and commerce, so important to New-Orleans, that must ensue on the completion of this great thoroughfare of nations. It will bring us enterprise to improve the liberal bounties of our natural position; vigorous energy will spring into life, that will successfully vindicate our title to that rank and equality which will be derived from our unrivalled resources.

"Various schemes have been projected to build railroads to the Pacific, but their being carried on to a point of practical success, for a long period of time to come, may justly be regarded with doubt and uncertainty. The progress of building railroads in the Northern States, shows that the extension of fifty or sixty miles of any one continuous line, annually, is a fair average

of progress, even through populous and settled States. The distance from the nearest point on the Mississippi to the Pacific is about 1,600 miles; and, taking past experience of progress as a criterion of the future, the present generation could scarcely witness the completion of such a work. Entertaining these views, the advantages of an early completion of your road and of the transit of the Tehuantepec, possess not only great present and local, but immense national importance, and is a glowing exhibition of the necessity of hastening our public works by uncommon energy, and particularly your road, now so fairly commenced, and which is to bind us more closely with more than four-fifths of the States of the confederacy, and some six or seven millions of people, whose productions almost exclusively seek a market at our wharves, and an outlet from the mouth of the Mississippi.

"While making reference to the general importance of the scheme of your road, it is proper to bring to your notice some of its local advantages. Its traffic, when opened to the State line, will comprise the transportation of lumber, building materials, and some cotton. The present consumption of lumber in New-Orleans reaches near 50,000,000 feet per annum, and is chiefly derived from the Red River, and the various tributaries emptying into the surrounding lakes. The cost of transportation ranges from $2 50 to $4 per 1,000 feet. Supplies of sawed timber can be brought on your road for a distance of 120 miles, for $3 per 1,000 feet; and within this extent of its line there is penetrated 70 miles of pine forests, yielding lumber of the finest quality, and in quantity sufficient to supply the present demand of the city for twenty years; besides lumber, firewood and brick will be largely transported, and, with this new and important traffic, there will spring up incidental and extensive employments, that will greatly promote the increase of an active and industrious population, who will require constant and large supplies of produce and merchandise from the city, constituting a traffic of very considerable importance.

"The number of passengers to be transported on excursion trains to the Lake Shore and the Pine Woods will be very large, and cannot fail to add greatly to the productiveness of the road from the city to the State line."

*Probable Expenditure of the New-Orleans, Jackson, and Great Northern Railroad Company to January 31, 1854.*

| | |
|---|---|
| Engineering Department and Contractors for October, November, December and January | $120,000 00 |
| Iron Rails | 310,000 00 |
| Cars | 10,000 00 |
| Contingencies | 20,000 00 |
| Reduction of Stock | 5,000 00 |
| Bills payable | 750 00 |
| | $465,750 00 |

RESOURCES.

| | | |
|---|---|---|
| Cash on hand | $82,600 00 | |
| Collection on account of capital stock | 45,000 00 | |
| Collection on account of arrear taxes | 50,000 00 | |
| State Bonds | 165,000 00 | |
| | | 342,600 00 |
| | | $123,150 00 |

NEW-ORLEANS, *November* 1, 1853.

(Signed) J. CALHOUN, *Secretary.*

(B.)

*Statement of the Receipts and Expenditures of the New-Orleans, Jackson and Great Northern Railroad Company, to April* 10, 1854.

RECEIPTS.

| | | |
|---|---|---|
| Capital Stock—On account of— | | |
| Subscription in New-Orleans | $430,000 00 | |
| Subscription in Mississippi | 87,800 75 | |
| Subscription railroad tax for 1853 | 233,592 68 | |
| From the State of Louisiana, in bonds at 40 years | 186,000 00 | |
| | | $936,416 43 |
| Real Estate Tax B'ds due in 1856, issued for construction | 30,000 00 | |
| Real Estate Tax B'ds due in 1857, issued for loan | 300,000 00 | |

| | | |
|---|---|---|
| Real Estate Tax B'ds due in 1858, issued for loan | $150,000 00 | |
| | | 450,000 00 |
| Bills Payable :— | | |
| Issued for Real Estate | 22,123 30 | |
| Issued for Loans | 268,333 32 | |
| " for Construction, etc | $54,303 52 | |
| | | 344,760 14 |
| Interest :— | | |
| Received on account of Madison County Bonds | | 11,760 00 |
| | | $1,794,936 57 |

EXPENDITURES.

| | | |
|---|---|---|
| Graduation, Masonry and Bridges | | $812,406 76 |
| Iron Rails | | 416,726 27 |
| Chairs, Spikes and Turn-out Irons | | 16,860 82 |
| Cross Ties | | 97,436 19 |
| Laying Track | | 18,118 60 |
| Locomotives | | 35,755 38 |
| Cars | | 16,958 10 |
| Way Station Buildings | | 5,500 00 |
| Wood Shed and Water Stations | | 814 84 |
| Division Houses | | 1,325 00 |
| Machine Shops | | 3,086 12 |
| Tools and Machinery | | 236 47 |
| Engineering:— | | |
| Survey's under direction of Col. W. S. Campbell | | 14,669 20 |
| Surveys under direction of A. P. Winchester | | 7,845 30 |
| Surveys and location under direction of Ch. Eng. 1st Div. | | 43,120 89 |
| Surveys and location under direction of Chief Engineer, 2d and 3d Divisions | | 31,402 33 |
| On account of superintending construction | | 27,569 38 |
| Advertising and printing | | 8,682 59 |
| Commission | | 1,389 41 |
| Right of Way | | 11,797 67 |
| Real Estate for Depots in Louisiana and Mississippi | | 75,308 80 |
| Interest | | $11,699 97 |
| Fencing | | 1,520 54 |
| Expense | | 34,151 46 |
| Reduction of Stock | | 21,857 55 |
| Taxes | | 349 45 |
| Coupons No 1 on bonds due in 1856 | 1,200 00 | |
| Coupons No. 1 on bonds due in 1857 | 12,000 00 | |
| Coupons No. 1 on bonds due in 1858 | 6,000 00 | |
| | | 19,200 00 |
| Contingencies | | 265 76 |
| Total Expenditures | | $1,736,254 93 |
| Cash in New-Orleans | 49,903 82 | |
| " in hands Assistant Treasurer, Aberdeen, Miss | 3,261 57 | |
| " in hands of Agent, Canton, Miss | 5,170 00 | |
| " in hands of Agent, Gallatin, Miss | 346 25 | |
| | | $58,681 64 |
| | | $1,794,936 57 |

JOHN CALHOUN, *Treasurer.*

(C.)

*Statement of Subscription to the Capital Stock of the New-Orleans, Jackson and Great Northern Railroad Company.*

| By whom payable. | Amount. | By whom payable. | Amount. |
|---|---|---|---|
| Louisiana—State of Louisiana | $1,600,000 00 | Mississippi—Attala | $72,075 00 |
| " City of N. Orleans | 2,000,000 00 | " Oktibbeha | 50,000 00 |
| " Tax Payers of New-Orleans | 333,333 33 | " Hinds | 39,600 00 |
| " Voluntary Subscription in N. Orleans | 617,750 00 | " Copiah | 6,925 00 |
| " Contractors | 186,720 00 | " Pike | 9,500 00 |
| Mississippi—State of Mississippi (estimated) | 600,000 00 | " Canton and Jackson Railroad | 44,170 00 |
| " Monroe County | 460,000 00 | Total | $6,120,073 33 |
| " Madison | 100,000 00 | | |

NEW-ORLEANS, *April* 10, 1854.

*Resources of the New-Orleans, Jackson and Great Northern Railroad Company.*

| | | | |
|---|---|---|---|
| Subscription due in 1854 | $2,801,150 65 | Subscription due after 1856 | $577,223 75 |
| " 1855 | 1,396,502 50 | | $5,149,896 90 |
| " 1856 | 374,930 00 | | |

## Art. XIII.—COMMERCE AND NAVIGATION OF THE UNITED STATES.

THE Commerce and Navigation Report for 1853 has left the printer's hands, and will in a few days be laid upon the desks of members of Congress. This may justly be regarded as the most important official publication that emanates from any one of the government departments. It is a record of the progress of our commerce, and the most unmistakable and tangible exponent of the permanency and solidity of our maritime welfare. Congress does not seem to attach a value to it commensurate with what it should properly claim. A very few thousand copies only are ordered to be printed. These, or a great portion of them, are never dispatched from the capital. They pass from the folding-room to the document-room; are cast aside ultimately as waste paper, and are finally disposed of to the grocer. The fault lies with the merchant more than with the member; for if commercial men would really appreciate the document as it deserves to be regarded, representatives would take pride in responding to their calls upon them for copies. As it is, it is a book oftener heard of than examined—oftener mutilated for its worthlessness than cherished for its value.

It is not our purpose to digest wholly the tables furnished in the present volume, as the reader will find in previous numbers the aggregate footings of our exports and imports for the last fiscal year. We desire, however, to invite attention to the unprecedented augmentation which has taken place in our shipping, which now fairly eclipses in magnitude that of the mother country.

In 1815, the total registered and enrolled tonnage employed in the foreign trade of the United States amounted to 1,368,127 tons; and the entire tonnage engaged in the coasting trade amounted to but 435,066 tons. In 1853, our registered and enrolled tonnage amounted to 4,407,010 tons, and the coasting trade employed 2,134,256 tons! Such has been the increase of our local and foreign shipping! The following is a statement on this score in detail:—

| | Tons. | Tons. |
|---|---|---|
| Registered vessels employed in foreign trade | | 2,103,675 |
| Enrolled, employed in coasting—over 20 tons | 2,082,782 | |
| Enrolled, employed in coasting—under 20 tons | 51,476 | |
| | | 2,134,258 |
| | | 4,237,933 |
| Enrolled cod fishery—over 20 tons | 99,989 | |
| Enrolled mackerel | 59,850 | |
| " cod—under 20 tons | 9,238 | |
| | | 169,077 |
| Grand total, as above | | 4,407,010 |

| | Tons. | |
|---|---|---|
| Permanent registered | 1,639,988 | |
| Temporary " | 463,686 | |
| Total registered | | 2,228,214 |
| Permanent enrolled | 2,228,214 | |
| Temporary " | 14,408 | 2,242,622 |
| Total enrolled | | 60,713 |
| Licensed, under 20 tons | | 4,407,010 |
| Of enrolled and licensed, there were employed in the— | | |
| Coasting trade | 2,082,782 | tons. |
| Cod fishery | 99,989 | " |
| Mackerel | 59,850 | " |
| | 2,242,622 | " |
| Registered, in steam navigation | 90,510 | " |
| Enrolled, in " " | 514,098 | " |

It cannot but be highly gratifying to the South to find that it has displayed a more than ordinary spirit in meriting a share in the dock-enterprise of the country the past year. In effect, the New-England States build more vessels than all the other States combined; but two facts must be borne in mind while admitting the force of the figures—first, Maine and Massachusetts build great numbers of small craft for their fisheries; and secondly, Massachusetts supplies nearly all the vessels that are annually sold from the United States for the Brazilian market. The craft, credited below to

the Southern States, are owned in the South, and are employed in the coasting and foreign trade of the States respectively.

VESSELS BUILT IN THE UNITED STATES, 1853.

| | Ships and Barges. | Brigs. | Schooners. | Sloops, &c. | Steamers. | Total Vessels. | Total Tons. |
|---|---|---|---|---|---|---|---|
| Maine | 132 | 70 | 133 | 10 | 7 | 351 | 118,916 |
| New-Hampshire | 9 | — | 1 | — | — | 10 | 8,666 |
| Vermont | — | — | 2 | — | — | 2 | 218 |
| Massachusetts | 73 | 1 | 126 | 3 | 2 | 205 | 83,015 |
| Rhode Island | 6 | — | 5 | — | — | 11 | 3,170 |
| Connecticut | 4 | — | 37 | 21 | 5 | 67 | 9,022 |
| New-York | 21 | 6 | 85 | 103 | 74 | 289 | 83,224 |
| New-Jersey | — | — | 30 | 22 | 6 | 58 | 7,107 |
| Pennsylvania | 1 | 4 | 28 | 102 | 56 | 191 | 31,539 |
| Delaware | — | 1 | 11 | 19 | 2 | 33 | 4,435 |
| Maryland | 15 | 9 | 97 | — | 1 | 122 | 16,901 |
| District of Columbia | — | — | — | 42 | — | 42 | 2,743 |
| Virginia | 3 | 1 | 11 | 14 | 11 | 40 | 6,599 |
| North Carolina | — | 1 | 16 | 3 | 2 | 22 | 1,746 |
| South Carolina | — | — | 24 | 13 | 1 | 38 | 1,993 |
| Georgia | — | — | — | — | — | — | — |
| Florida | — | — | — | — | — | — | — |
| Alabama | — | — | — | — | — | — | — |
| Mississippi | — | — | — | — | — | — | — |
| Louisiana | — | — | 9 | 4 | 4 | 17 | 1,346 |
| Tennessee | — | — | — | — | 1 | 1 | 45 |
| Missouri | — | — | 1 | 10 | 11 | 22 | 3,583 |
| Kentucky | — | — | — | 1 | 29 | 30 | 6,592 |
| Illinois | — | — | — | — | — | — | — |
| Wisconsin | 1 | 1 | 10 | 2 | — | 14 | 2,422 |
| Ohio | 4 | — | 28 | 23 | 35 | 90 | 21,213 |
| Michigan | — | 1 | 20 | — | 14 | 35 | 4,304 |
| Texas | — | — | — | — | — | — | — |
| California | — | — | — | — | 2 | 2 | 150 |
| Oregon Ter | — | — | — | — | — | — | — |
| Indian Ter | — | — | — | — | 9 | 9 | 3,455 |

Vessels designed for Florida, Alabama, Mississippi, and South Carolina are built usually in North Carolina, owing to the convenience of timber in that State, and the facilities it possesses for launching them in the hull cheaper than they can be sent from the stocks in the States mentioned. On the whole, the South should be grateful to the enterprising spirits that have come forward the past year, to vindicate it from the reproach that it "neither possessed enterprise to accomplish a measure, nor capital to consummate it"*—alluding to this very subject, ship-building and the coasting trade.

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## Art. XIV.—EDITORIAL, BOOK NOTICES, ETC.

THE friends of the late John S. Skinner proposed to raise a monument to his memory and a fund for the benefit of his destitute widow. The fund is to be raised among the agriculturists of the Union, in whose service Mr. Skinner's whole life was spent. He established the first agricultural journal in America, and was engaged in editing similar journals almost up to the period of his death. The amount desired is $6,000, of which $5,000 will go to the widow, and the remainder be expended upon the monument. Six thousand subscribers at $2 each are asked for, and each subscriber will be entitled to a yearly copy of the Plough, Loom, and Anvil, (the work which Mr. Skinner last edited), containing a portrait, biography, etc., of the deceased. We recommend the plan to public favor. Subscriptions will be directed to Myron Finch, Esq., editor of the Plough, Loom, and Anvil, 9 Spruce Street, New-York.

The Legislature of Virginia, at its last session, chartered the White Sulphur Springs Company, with a capital not exceeding $1,500,000. It is proposed to improve these springs, and make them in every respect the most inviting and the

* Hunt, August, 1853.

best in America. In the hands of a proper company this can easily be effected. We trust that the people of the South will move in the matter, and thus do much for the retention of travel within their own limits. No more favorable opportunity could present itself than the present.

We continue to receive the volumes of the British Poets in course of publication by Little, Brown, & Co., of Boston.

The enterprise of Messrs. Little, Brown, & Co. is about to give to the American public the best edition of the British poets, from Spenser to Moore, that has been issued in this country. It is reprinted from, and is in fact a fac-simile, of the celebrated Aldine edition, equal to it in the beauty of its typography, and in the whiteness and finish of the paper.

They are issued in a style every way equal, and at a much less price than the English editions.

The following are now in course of publication :—

| | | | |
|---|---|---|---|
| Akenside | 1 vol. | Milton | 3 vols. |
| Beattie | 1 " | Parnell | 1 " |
| Burns | 3 " | Pope | 3 " |
| Butler | 2 " | Prior | 2 " |
| Churchill | 3 " | Shakspeare | 1 " |
| Collins | 1 " | Surrey and Wyatt | 2 " |
| Cowper | 3 " | Swift | 3 " |
| Dryden | 5 " | Thomson | 2 " |
| Falconer | 1 " | White, H. K. | 1 " |
| Goldsmith | 1 " | Young | 2 " |
| Gray | 1 " | | |

*An Art Student in Munich*, by Anna Mary Howitt. Boston: Ticknor, Reed, & Fields. 1854. The work consists of gleanings from letters written home during a sojourn in Munich, for the purpose of artistic study. They record the beautiful and happy experiences belonging to a peculiarly poetical chapter in the life of a woman studying art.

*"Russia as It Is"* by Count A. de Gurowski. New-York: D. Appleton & Co. 1854. Washington: Taylor & Maury. This is an able and valuable work, and comes at the present juncture most opportunely. The author discusses Czarism—Nicholas—Government of Russia, the Army and Navy, Nobility, Clergy, Cossacks, the People, Manifest Destiny, etc.

*Types of Mankind; or, Ethnological Researches.* Based upon the Ancient Monuments, Paintings, Sculptures, and Crania of Races, and upon their Natural Geographical, Philological, and Biblical History; illustrated by selections from the inedited papers of S. and Geo. Morton, M.D., and by additional contributions from Agassiz, Usher, and others. By J. C. Nott, M.D., and Geo. R. Gliddon. Philadelphia: Lippincott, Grambo, & Co. Washington: Taylor & Maury. 1854.

We can only give the title of this erudite volume just issued from the press, but intend a full analysis of it in an early number of the REVIEW. The plates and other illustrations and typography of the volume are admirable.

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## TO SUBSCRIBERS.

WE have sent a special circular by mail to every person indebted to the REVIEW, and entreat the earliest remittances. Our friends will certainly think us entitled to this. We have also written letters to those whose accounts have been standing. If any errors exist in our accounts, a mere note to the office will have them corrected. Errors are unavoidable sometimes. Remittances will be made to the Review Office, Washington, D. C., or New-Orleans, and will be acknowledged on the cover.